

Key Strategies



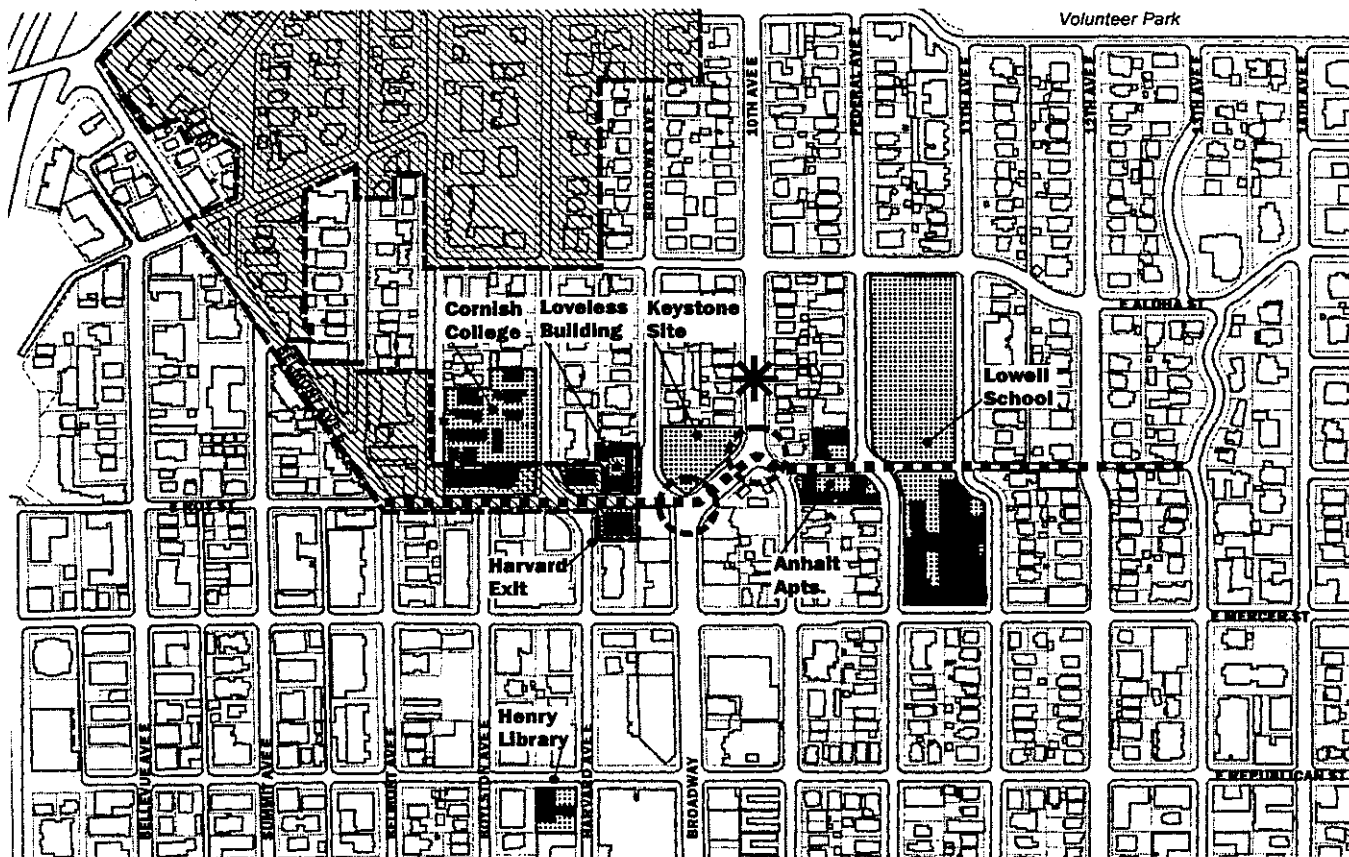
North Anchor District Plan

Vision

The North Anchor District refers to the area around the juncture of north Broadway and E Roy Street, which embodies Capitol Hill's **hallmark** historic character, small-scale charm, and lively cultural scene. The community envisions the North Anchor District as the arts, culture, and business hub of the neighborhood. A proposed new landmark building at the "Keystone" site (at Broadway and E Roy Street) will turn a fallow parcel into north Broadway's visual and activity focus, featuring a new Susan Henry Branch Library, small shops, underground parking, and upper-level residential units. Planned expansion of nearby **Cornish** College of the Arts' facilities will provide opportunities to increase arts activities. Renovation and possible new construction at the Lowell School site will complement the school's specialized programs and strengthen its connection with the community by providing additional arts and community facilities and enhanced open space. Attractive and safe pedestrian connections will link the area's theaters, library, schools, arts, and community facilities. A north Sound Transit light rail station will serve the area's large resident and student population as well as stimulate new development. (*Figure 2.*)

The North Anchor District plan builds on the area's cultural and commercial assets and creates a thriving arts, culture and business hub by:

- Filling the vacant site at the north end of Broadway with a mixed-use landmark building featuring a new **library**;
- Developing new public parking to serve north Broadway businesses
- Constructing a light rail station to serve **Cornish** students, Broadway businesses, and north Capitol Hill residents;
- Developing community uses at and enhancing open space around Lowell School;
- Supporting expansion of **Cornish** College of the Arts' facilities;
- Enhancing the key pedestrian route along E Roy Street to improve pedestrian safety and comfort.



Keystone Site Development

Support a contract rezone for the **Keystone** site only if a prominent Susan **Henry Library** and publicly accessible, street-level **open space** are provided in exchange for additional allowable building height, provided that the building's mass relates to its surroundings, especially the Loveless Building.

Henry Library Site Development

In the event that the Henry Library is relocated to the Keystone site, support development of affordable housing and related uses at the existing Henry library site.

Lowell School Site Development

Preserve the historic section of the Lowell School building. Encourage joint-use development that maintains special school **programs** and accommodates **community** uses, such as meeting rooms. Make the school's **open space** more **publicly** accessible and upgrade the children's play area.

Cornish Expansion

Support **Cornish's** continuation as a vital part of the neighborhood. Support **me college's** need to grow by **expanding its facilities** for arts education and performance on Capitol Hill.

Bullitt Life Estate Open Space

Plan for future transfer of the **Bullitt property** to public **park** uses. Ensure that the design and function of the **future** park relate to and respect the surrounding neighborhood. Consider housing a **neighborhood** historic archive in the **Bassetti** building.

Roy Pedestrian Priority Street




Upgrade the E Roy **streetscape** with **wider sidewalks**, improved crosswalks, pedestrian lights, and street trees. Improve sidewalks and landscaping adjacent to the Keystone site and to the **Anhalt** buildings. Make the **Woodland Trail** through the **Lowell School** site more publicly accessible and attractive.

North Sound Transit Station

Plan for a light rail station on Broadway between E Aloha Street and E Roy Street to serve **Cornish College**, north Broadway businesses and north Capitol Hill residents.

CAPITOL HILL URBAN CENTER VILLAGE

North Anchor District Plan

-  Harvard-Belmont
-  Landmark District
-  Important Sites

-  Key Pedestrian Crossing
-  Pedestrian Priority Street


-  Sound Transit Station

Figure 2. The North Anchor District plan creates a cultural and business hub around the north end of Broadway.

Existing Conditions and Opportunities

Overlapping the southeastern portion of the Harvard-Belmont Landmark District, the North Anchor District encompasses a number of the neighborhood's prized **cultural** and **architectural** resources including: Comish College of the Arts (south campus); Daughters of the American Revolution (Rainier Chapter House); Loveless Studio **Building** (apartments and shops designed by Arthur Loveless in 1925); Harvard Exit movie theater (in the Woman's Century Club Building); **Susan** Henry Library **branch**; two **Anhalt** apartment buildings (designed by Fred **Anhalt** between 1929 and 1931); and Lowell Elementary School.

Current zoning designations support the North Anchor District's mixture of residential and commercial uses. Much of the area is zoned L3 for Lowrise apartments and townhouses. The Broadway District is zoned NC3-40 and MR-RC for **Midrise** neighborhood commercial and mixed-use structures.

Keystone Development

Commanding the north axis of Broadway, the Keystone site is a natural focal point of the neighborhood. The site, which was formerly occupied by a **Unocal** gas station, has been idle for years while it has undergone required environmental clean-up. Current NC3 zoning codes allows a building with a footprint of approximately 19,000 square feet and a height of 40 feet (four stories).

During the neighborhood planning process, the community identified a strong, consistent vision for the Keystone site. (*Figures 3.*) **This** vision includes five major elements:

1. An architecturally significant landmark that relates to the property's prominent site and historic **context**;
2. A new, prominently featured Susan Henry Library branch,
3. Publicly-accessible open space that can be privately **controlled**;
4. Affordable underground public parking;
5. Accommodation of a future Sound Transit station entry.

Through close collaboration with neighborhood Planning Committee members, Broadway Business Improvement Area merchants, and City officials, a private developer is currently planning to build a mixed-use complex that will address these community goals while also providing new storefront retail space and approximately 75 units of condominium housing on upper stories.

Henry Library Relocation

Relocation of the Susan Henry Library branch to the Keystone site has been identified by the community as a critical component of the North Anchor District. Currently, the Henry Library is located in a low-level building tucked behind the Broadway Market on E Harvard Street. The relocation will enable the Henry Library to expand its facilities, programs, and hours. If the Henry Library does relocate, the existing Henry Library site may become available for affordable housing, a community center, or educational uses.

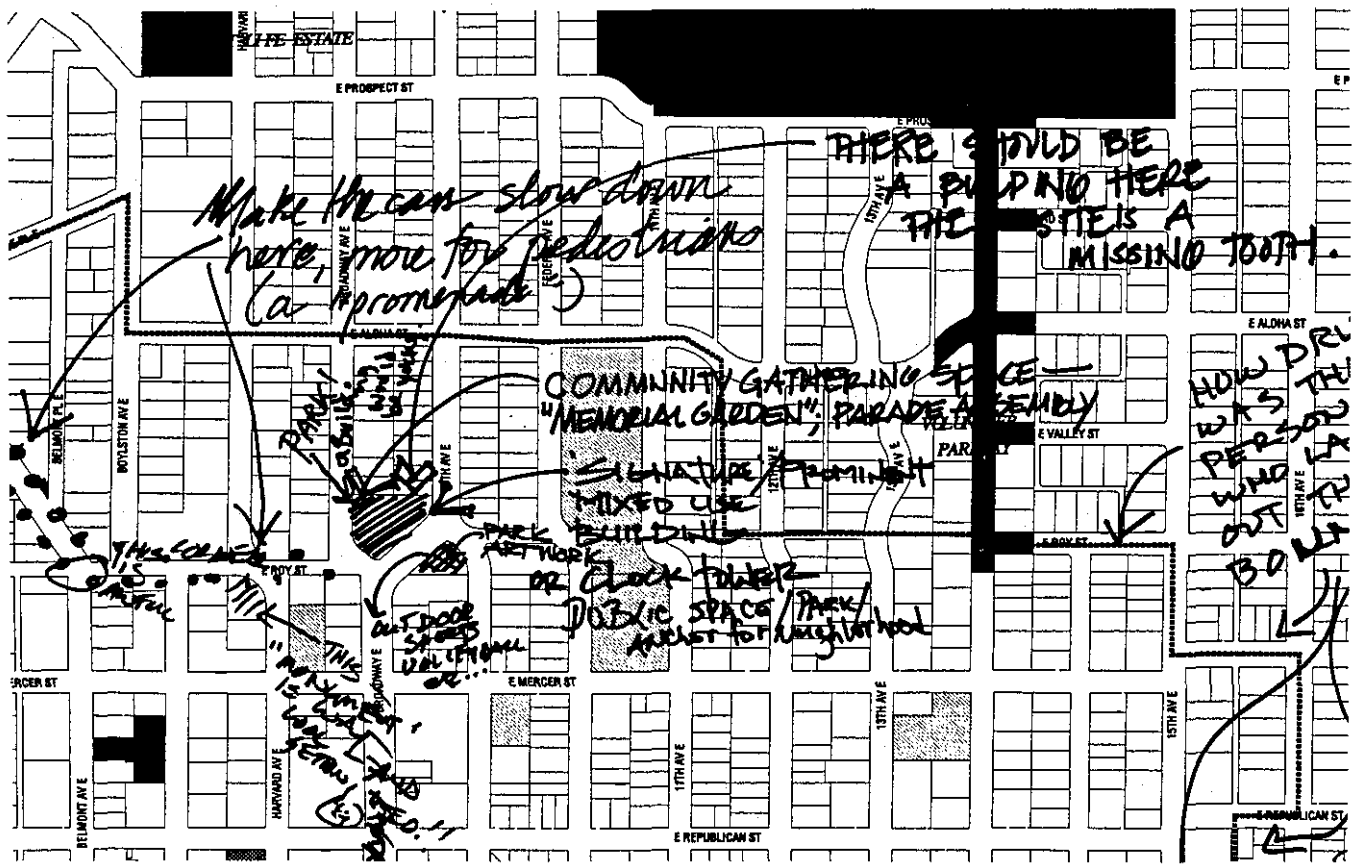


Figure 3. At the first neighborhood planning public workshop in 1996, community members recorded their aspirations for the Keystone site on a neighborhood map.

Lowell School Redevelopment

Lowell School has provided public, elementary education programs on Capitol Hill since 1915. In 1992, the Seattle School District performed a study to explore ideas for redeveloping Lowell School, which resulted in a proposal to demolish the existing building and build a new facility on the north end of the site. However, the Seattle School District abandoned the concept and currently has no plans to redevelop Lowell School. In 1997, the School District removed neighborhood elementary school functions from Lowell School and replaced them with both a special education program and an Accelerated Progress Program (APP), together drawing students from throughout the city. Yet, the Lowell School 3.92-acre site offers potential future redevelopment opportunities that could include a new structure at the north end of the site and rehabilitation of the existing structure for school and community programs and open space. (Figure 4.)

Cornish College Expansion

Cornish College of the Arts has been a cornerstone of the Capitol Hill neighborhood since the 1920s. The college has been an accredited institution of higher education for 20 years

Architecture could be a combination of traditional and contemporary elements. The historic E Mercer Street façade should be preserved.

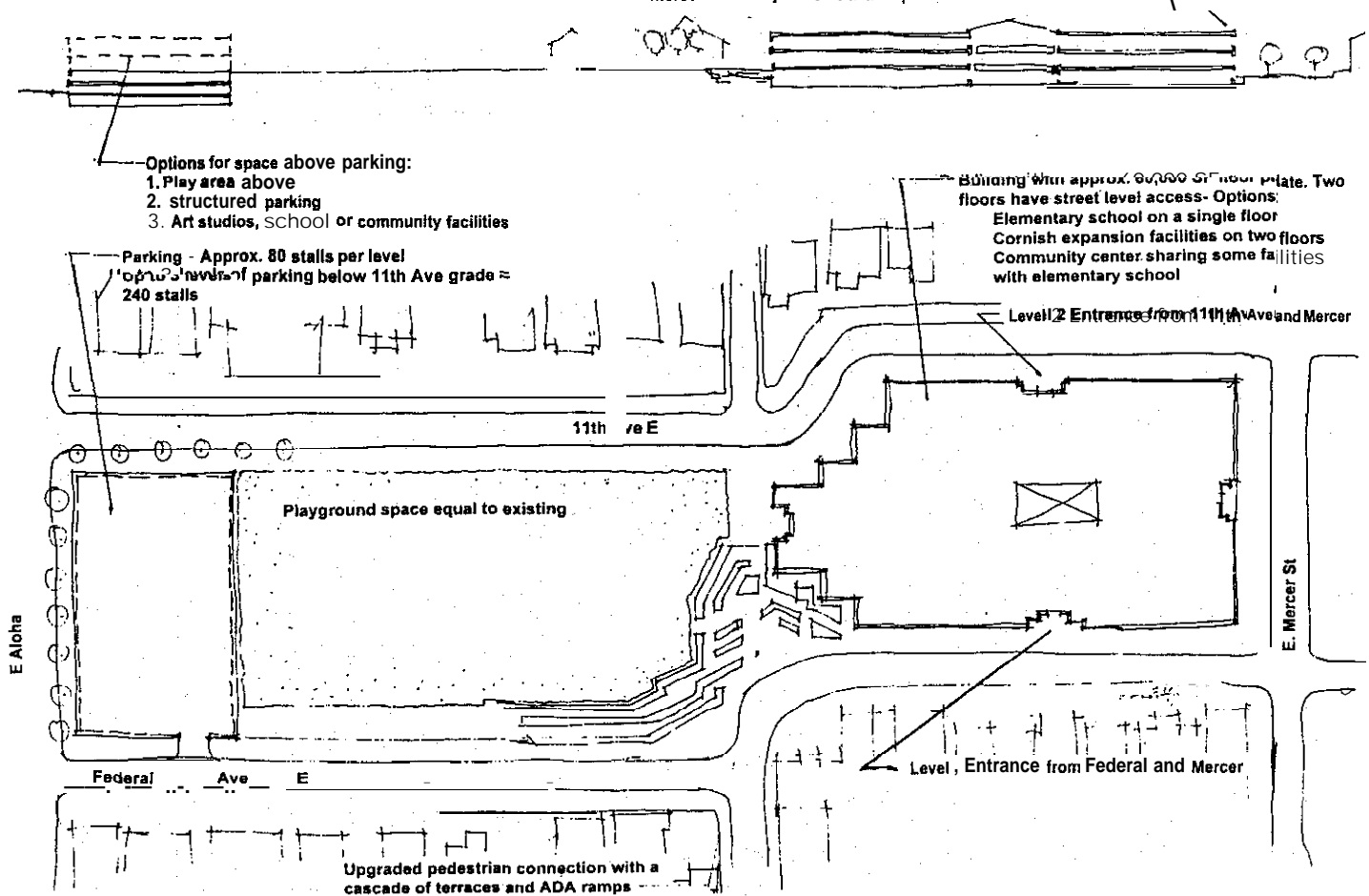


Figure 4. Lowell School site redevelopment concept.

and has a current enrollment of 628 full-time students, which is expected to increase to 800 students on Capitol Hill in the next twenty years. **Cornish** offers degree programs in fine art, design, dance, theater, theater production and music. The college has two campuses, **Cornish** South, located at Harvard Avenue E and E Roy Street and **Cornish** North, located on 10th Avenue E near E Galer Street.

Supporting the continued vitality of **Cornish** on Capitol Hill is a goal shared by the college and the community. In order to continue thriving, **Cornish** needs to expand its facilities. The college is currently evaluating the feasibility of growing in its present location. However, the scarcity and expense of developable land on Capitol Hill combined with limitations imposed by the campus' current zoning designation make expansion in the neighborhood difficult because, under current L3 zoning, only three-story residential structures are allowed. In 1996, **Cornish** completed a master plan to examine potential ways to meet **Cornish's** need for approximately 204,000 square feet of new classroom, studio, office and performance space. The master plan identified several alternate locations to accommodate the needed space. Among these alternatives is a proposal to redevelop portions of the existing **Cornish** South campus, namely the college's three Harvard Houses facing Harvard Avenue E and its houses facing Boylston Avenue E.

Bullitt Life Estate

The Bullitt Life Estate is a 1.5-acre estate nestled within the residential neighborhood of the Harvard-Belmont Landmark District. The property has been generously deeded to the City for future park purposes, effective upon vacation of the property by the owner, civic activist and park benefactor Kay Bullitt. The estate, which is Ms. Bullitt's home, covers twelve lots and includes a unique A-frame house designed by architect Fred Bassetti.

Streetscape Improvements

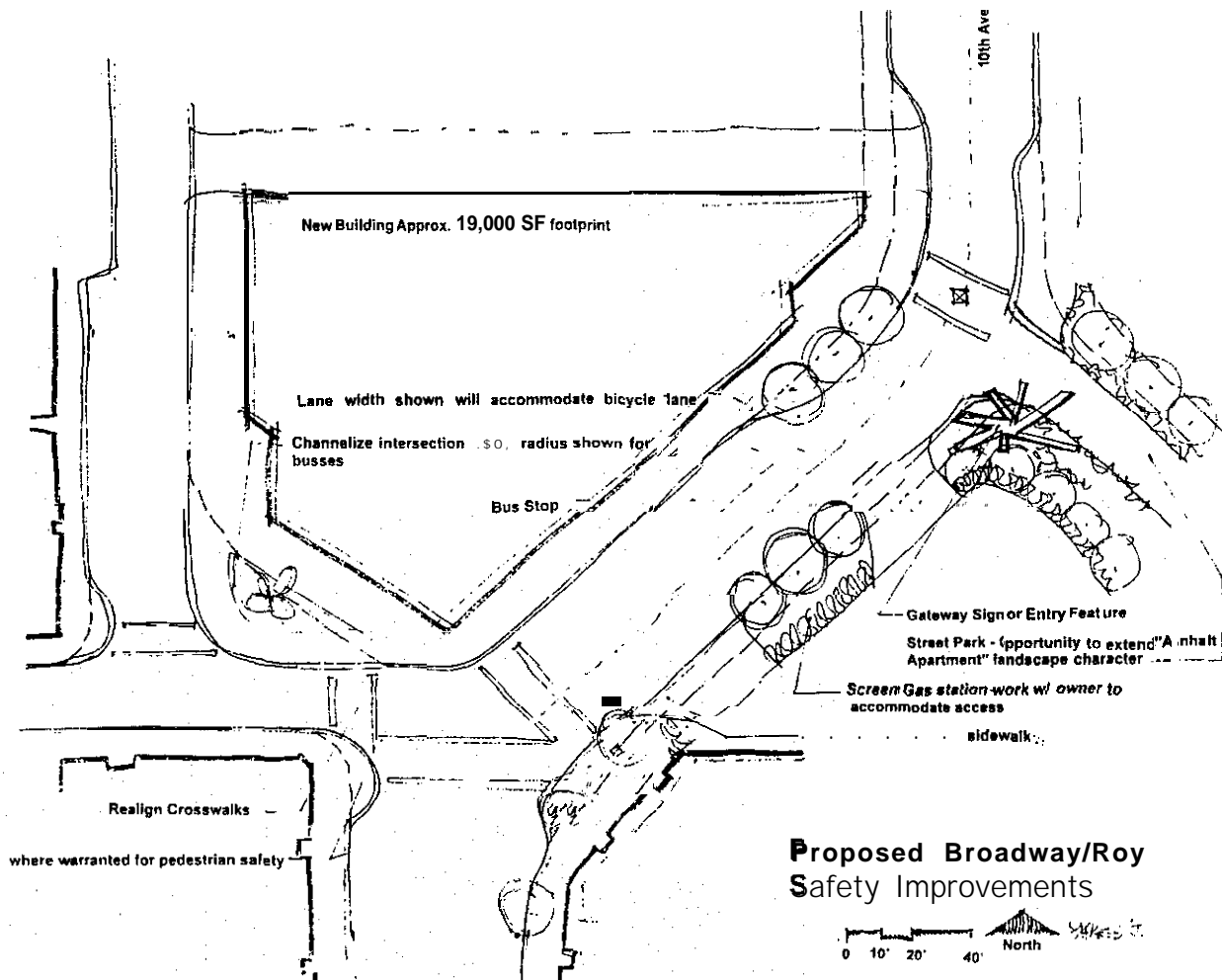
Streetscape improvements are essential to support the North Anchor District. The expected growth in the number of Cornish College students, Lowell School students, Broadway business customers, Henry Library users, Sound Transit passengers, and area residents will increase the demand for pedestrian-friendly streets. The most important pedestrian link in the North Anchor District is E Roy Street, which connects the West Slope District residential area, the Harvard-Belmont Landmark District, Cornish College of the Arts, the Harvard Exit Theater, the Keystone site, the north Sound Transit station, the Anhalt buildings, Lowell School, and the East Core District residential area. The Keystone site will especially need streetscape enhancements to provide safe, convenient pedestrian access to the new Henry Library, new businesses, and a possible Sound Transit station. Currently, diverging streets, overly wide lanes and excessive turning radii make for treacherous pedestrian crossings to the site.

Recommendations

- Develop a mixed-use landmark at the Keystone site.
The concept of a high quality, multifaceted project benefiting both business and residential interests and focusing activity at Broadway's north terminus is a crucial element in the community's vision and a once in a generation opportunity. Therefore, the Neighborhood Plan endorses the developer's application for a contract rezone that will permit some flexibility in development requirements in exchange for certain public benefits. Specifically, the Neighborhood Plan supports a contract rezone for the site if, and only if, a highly visible Susan Henry Library and publicly accessible, street-level open space are provided in exchange for additional allowable building height, provided that the building envelope is configured to reduce its massing relative to its surroundings, especially the Loveless building.

Recognizing that there is genuine concern by local citizens regarding the impacts of this building's height, the relative amount of retail space to library space, public safety and parking, it is recommended that interested parties continue to work to resolve these issues and, if agreement can be reached, that that agreement be reflected in an amendment to the Neighborhood Plan.

- Develop housing, community or educational uses at the Henry Library site.
In the event that the Henry Library moves to the Keystone site, the Neighborhood Plan supports development of affordable housing, a People Center (community center), or a Cornish College library on the existing library site. The development could also accommodate permanent office space for CHHIP, which would support the organization's work in its charter area.



- Provide community-oriented programs and open space at Lowell School. The Neighborhood Plan supports allowing community-oriented uses, such as community meeting rooms, classrooms, child care services, activities for seniors, office space for nonprofit groups, a Powerful Schools program and a Sound Schools program, to share facilities with existing special programs at Lowell School. In the event that the School District opts to redevelop the site, the Neighborhood Plan recommends creating a new **community** center and arts facilities on the site, perhaps including **Cornish** College facilities. Any future redevelopment scenario needs to preserve the original 1915 structure that faces E **Mercer** Street. The Neighborhood Plan also recommends publicly-accessible open space enhancements at Lowell School, including a new children's play **area**, a P-Patch, a sports field, improved perimeter vegetation and pedestrian lighting.
- Support Cornish College's expansion on Capitol Hill. In order to enable **Cornish's** continued presence on Capitol **Hill**, the Neighborhood Plan supports the college's exploration with the City and nearby neighbors of opportunities to modify land use codes in ways that will allow the college to expand at its present location. Any expansion of **Cornish** should be compatible with neighboring properties

and uses and should provide adequate on-site parking to avoid additional parking demand on neighborhood streets.

■ **Plan** for development of a park at the **Bullitt** Life Estate.

Because the **Bullitt** Life Estate lies within the Harvard-Belmont Landmark District, and because there is so much interest in the neighborhood's rich history, the Neighborhood Plan suggests that future park uses address this interest. Whatever the future uses of the site may be, they should reflect the wishes of Ms. **Bullitt** and her neighbors. The future park should not generate traffic or activity that adversely affects residents of this quiet neighborhood.

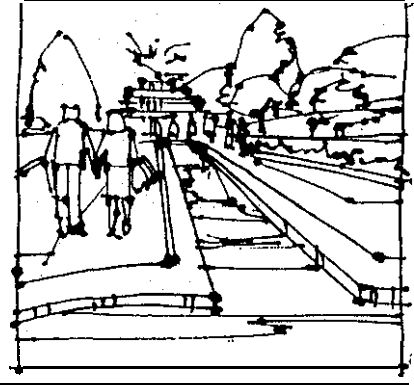
■ **Enhance E Roy Street as a Pedestrian Priority Street.**

The Neighborhood Plan recommends improving E Roy Street with improved sidewalks, crossing bulbs, painted crosswalks, in-pavement infrared-controlled flashing lights, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. Streetparks adjacent to the Keystone site and the **Anhalt** apartment buildings and the Woodland Trail through the Lowell School site are recommended to provide special areas dedicated to pedestrians.

The Neighborhood Plan strongly recommends reconfiguring the sidewalks and crosswalks along Broadway, 10th Avenue E and E Roy Street to improve safe street crossings to the Keystone site. The southeast corner of Broadway Avenue E at E Roy Street will be squared off to provide more open space that complements the Loveless and Keystone buildings. **Anhalt** Streetpark will highlight two adjacent **Anhalt** buildings and mark Capitol Hill's north gateway. Widened sidewalks and increased vegetation will enhance the short segment of 10th Avenue E at E Roy Street while still allowing local traffic. It could also incorporate a Sound Transit station entry. (*Figure 5.*)

■ **Develop a north Capitol Hill Sound Transit station**

A north Capitol Hill Sound Transit station is needed in order to serve **Cornish** College students and north Capitol Hill residents. A station is being considered near the intersection of Broadway and E Aloha Street. The Neighborhood Plan recommends that one station entry be planned in conjunction with development of the Keystone site. The Neighborhood Plan also recommends creating two or three additional smaller station entries, one at 10th Avenue E and E Roy Street and one near E Aloha Street to serve north Capitol Hill residents.



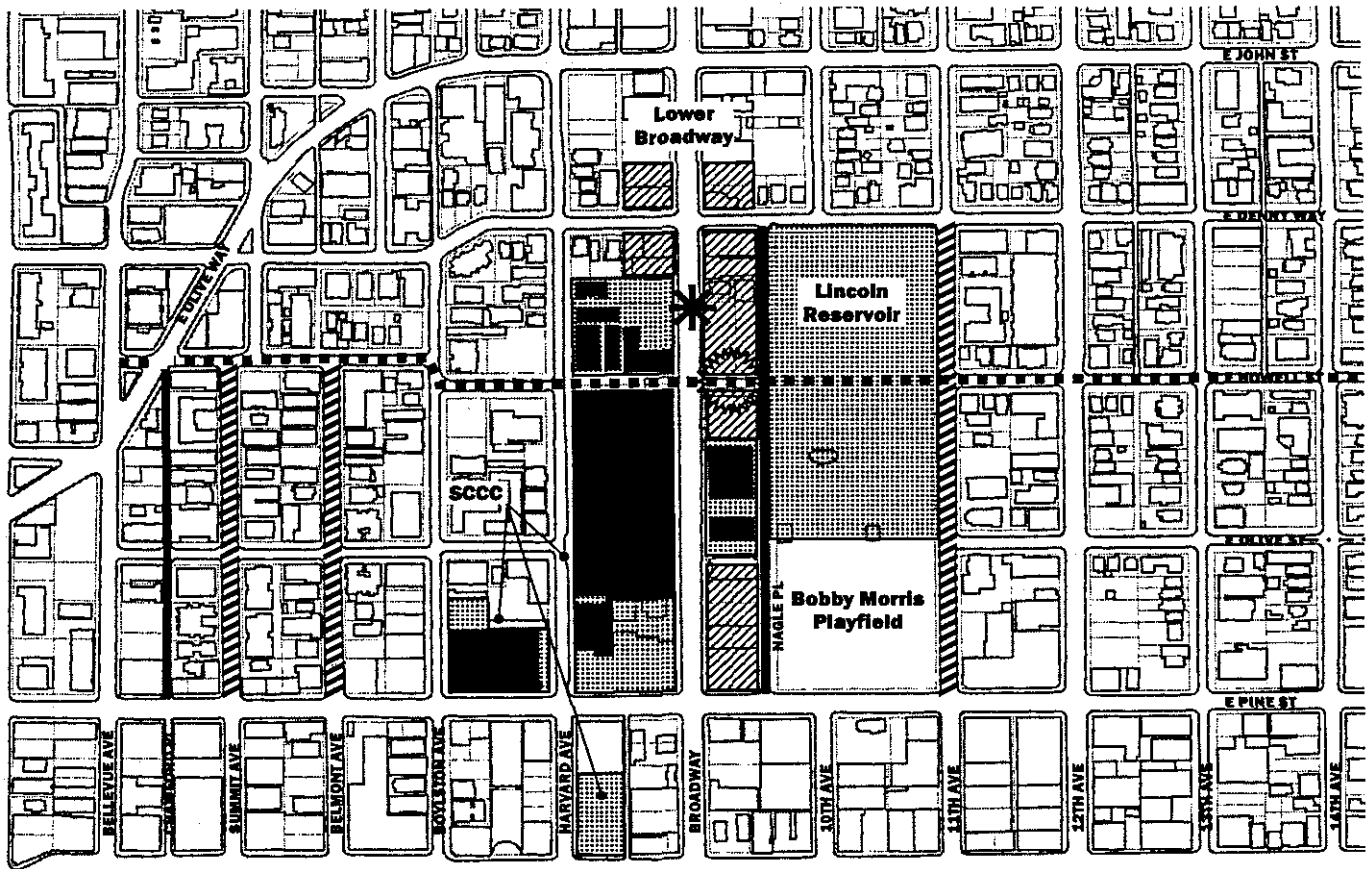
South Anchor District Plan

Vision

The South Anchor District encompasses the area south of E Olive Way/E? John Street and west of 13th Avenue E. The South Anchor District includes the Village's largest institution – Seattle Central Community College – and its largest open space – the Lincoln Reservoir and Bobby Morris **Playfield**. Two major **capital** projects, slated for completion in the next several years, will provide opportunities for intensified **commercial** and residential development in the vicinity of these major public amenities. Plans to lid the Lincoln Reservoir will result in an additional eight acres of park at the heart of the South Anchor District. The planned south Capitol Hill Sound Transit station will provide opportunities to revitalize pedestrian activity and connection with the Pike-Pine neighborhood on Broadway around Seattle Central Community College's campus. In addition, Seattle Central Community College plans to expand its facilities with a new library, a technology center, and an expanded parking garage. Improved pedestrian routes and bus service will connect the *area's public amenities* and facilities with downtown and with residential areas. (*Figure 6.*)

The South Anchor District plan focuses private development around a light rail station and a major urban park and revitalizes connections to south Broadway by

- Constructing a light rail station to serve SCCC students, Group Health users, area residents, and the Pike-Pine neighborhood;
- Implementing park improvements at the Lincoln Reservoir/Park;
- Studying the possible rezoning of areas around the transit station to concentrate new *housing* and commercial uses near major public facilities;
- Filling the activity gap along Broadway created by SCCC's institutional buildings and the Bonney-Watson parking lot;
- Supporting expansion of SCCC's facilities in ways that tit in with the neighborhood;
- Enhancing the key pedestrian route along E Howell Street to improve pedestrian safety and **comfort**.



Lincoln Reservoir/Park
Fund and construct Lincoln Reservoir/Park improvements, per the Lincoln Reservoir Park Site Master Plan, including a formal water system, children's play areas, a graded grass amphitheater, a multi-use Shelter House, running paths and walkways, pedestrian-scale lighting landscaping and enhanced park entrances.

SCCC Expansion
Encourage SCCC to apply for a modification of their Master Institution maximum height to decrease the campus' allowable building height from 105' to 75'.

Lower Broadway Rezone Analysis
When station area planning is conducted in this area, conduct further study and a public involvement process to clarify what the rezone options may be and what the community wants.

South Sound Transit Station
As a top priority, plan for a light rail station on Broadway between E John Street and E Howell Street to serve SCCC, lower Broadway businesses, Group Health, south Capitol Hill residents and the Pike-Pine neighborhood.

Howell Pedestrian Priority Street
Upgrade the E Howell streetscape with wider sidewalks, improved crosswalks, pedestrian lights, and street trees. Create special Green Streets for pedestrians off of Olive Way and next to Lincoln Reservoir/Park.

Summit and Belmont Parking Plan
Create angled parking on one side of the street to provide more parking spaces in the area. Upgrade the streetscapes with wider sidewalks, improved crosswalks, pedestrian-scale lights and street trees.

11th Avenue Parking Plan
Reconfigure the parking and add pedestrian lights to improve safety along the east side of Lincoln Park.

Alleyway Green Streets
Enhance the special small-scale character of Crawford Place and Nagle Place with improved sidewalks, pedestrian-scale lights and street trees.

CAPITOL HILL URBAN CENTER VILLAGE

South Anchor District Plan



Important Sites

.... Pedestrian Priority Street



Parking Priority Street

— Alleyway Green Street



Green Street



Sound Transit Station

Figure 6. The South Anchor District plan focuses activity around a commons park and light rail station.

Existing Conditions and Opportunities

West of Broadway, a dense multi-family **Midrise (MR)** zone provides opportunities for **infill** residential development and for redeveloping housing structures that are nearing the end of their life cycles. At the east edge of the South **Anchor** District, there is a **small** cluster of commercial uses along 12th Avenue E that provide neighborhood services.

Lincoln Reservoir/Park Plan

The Lincoln Reservoir/Park is the centerpiece of the South Anchor District plan. The 11-acre site, designated as a City landmark in 1998, consists of the Lincoln Reservoir and Bobby Morns **Playfield**. The reservoir was built in 1900 and the park was designed by the **Olmsted** Brothers in 1904. Until very recently, the site had been neglected and underutilized for decades. In 1995, a grassroots community organization, Groundswell Off Broadway, formed to make park improvements and address the future of the reservoir site in light of state and federal water quality mandates to cover all open reservoirs. In 1996, Seattle Public Utilities (SPU) announced it would construct a new subsurface reservoir in the footprint of the existing Lincoln Reservoir. Thus, the community now has an unparalleled opportunity to reclaim nearly 8 acres of above-ground parkland in the midst of the region's most densely populated neighborhood.

Since fall 1997, Groundswell has collaborated with SPU and the Seattle Department of Parks and Recreation in conducting a public process to develop a plan for the new park. The result of their efforts is the *Lincoln Reservoir Park Site Master Plan* (Berger/Ryan, April 1998). This conceptual design plan features a formal water system, children's play areas, a graded grass amphitheater, a multi-use Shelter House, a series of running paths and walkways, gathering terraces, pedestrian-scale lighting, landscaping and seven enhanced park entrances. (Figure 7.)

Significant park improvements have already been accomplished by the community with the aid of two City Department of Neighborhood grants, volunteer labor, donated professional services and materials and fundraising. These improvements include formal entries and frontage landscaping on E Pine Street, perennial entry gardens on E Demy Way, installation of benches, litter containers and historic lamp fixtures, and replacement of the tennis court fencing. Community improvements, including leveraged funds, have a value in excess of \$250,000.

To date, SPU has committed \$11.1 million for construction of the subsurface reservoir and site restoration; expected completion is December 2001. An interdepartmental team of City staff convened by the Mayor's office has been charged with identifying and securing **funding** sources to complete the park project. Groundswell continues its fundraising efforts in the community. \$4.5 to \$5.5 million is still needed in order to make the new park a reality.

The community feels strongly that the new park should have a name that reflects the neighborhood's vitality and pride. The community has expressed a desire to name the new park Cal Anderson Park, in honor of a beloved Capitol Hill neighbor and Washington State senator who died in 1995.

Seattle Central Community College Expansion

Seattle Central Community College (SCCC) is currently undertaking a master planning process for developing new college facilities on its existing campus. In June 1997, SCCC filed a notice of intent to prepare a Major Institution Master Plan (MIMP) with the Seattle Department of Construction and Land Use. A twelve-member Citizen Advisory Committee joined City and college representatives to begin the master planning process in January 1998. The master plan, scheduled for completion in Spring 1999, includes:

- **North Plaza Technical Center** The North Plaza area will be redeveloped to include a new **learning** resource and technology library that will be two or three stories and up to 90,000 square feet. Programs and activities located in existing North Plaza buildings will be relocated to the Broadway Edison Building. Underground parking maybe provided.
- **Parking Garage Expansion** SCCC'S existing parking garage (between Boylston and Harvard Avenues, facing E Pine Street) will be expanded by adding **two** floors.
- **Campus Expansion** SCCC is seeking to expand its campus boundaries to include recently acquired properties south of the existing campus, **including** the former Masonic Temple, the South **Annex** building, a building immediately east of the South Annex and its parking lot. The **buildings** are currently occupied by college uses except for the **street-**level retail and service businesses, which will remain per existing zoning requirements.
- . **Transportation Management Program** The college will review and update its Transportation Management Program to further encourage use of transit, **carpools** and other alternative transportation modes by SCCC students, faculty and staff.

Station Area Planning

The planned South Anchor District Sound Transit station offers opporhrnities to develop new housing and commercial uses that serve community and Comp Plan goals. Planning within ¼ mile of the Sound Transit station should:

- Encourage more people to use transit rather than drive cars by concentrating new housing and commercial development near the station
- . Stimulate development of needed housing, especially affordable housing
- Stimulate development of street-level commercial uses that will support **pedestrian-**oriented street life and revitalize businesses on Broadway
- . Relate to the existing adjacent NC3-65 zone and the scale of SCCC buildings
- Produce aesthetically pleasing buildings that compliment the area's historic character

Because the transit-oriented development area encompasses the Lincoln Reservoir/Park, station area planning should carefully consider opportunities and impacts related to **this** major public amenity, such as:

- Strengthen pedestrian connections through the park to the transit station
- Enable more residents to enjoy fronting the new park and reinforce public safety by intensifying resident activity and observation near the park
- Allow slightly taller buildings to create a more appropriately scaled enclosure to the park and mask the view of the existing **Shurgard Storage building** from the park
- . Minimize **potential** shade and shadow impacts of new buildings on the park

South Capitol Hill Sound Transit Station

The south Sound Transit station planned for Capitol Hill will be located under Broadway between E John Street and E Howell Street. Opportunities exist to create significant plaza spaces associated with the planned new library development at **SCCC**. The Sound Transit station should also connect with the E Howell Street pedestrian route and bicycle and bus connections on E Denny Way and E John Street.

Streetscape Improvements and Parking

Enhanced pedestrian and transit routes are key to knitting together the features of the South Anchor District. The most important east-west pedestrian connector in the South Anchor District is E Howell Street, which crosses the heart of the South Anchor District and provides clear views across the hill. E Howell Street connects downtown, E Olive Way, the lower Olive residential area, **SCCC**, Broadway, Lincoln Reservoir/Park, 12th Avenue shops, East Core District, and 15th Avenue E.

Lower **Belmont** and Summit Avenues are exceptionally wide streets with very low **traffic** volumes. Thus, they offer opportunities to increase on-street parking by **providing** angled parking and to create wider sidewalks and planting strips. An equitable parking plan is needed on 11th Avenue *to serve* park users and residents. Charming mews or pedestrian alleyways, on Crawford Place and **Nagle** Place provide opportunities to interesting ways to connect with the Pike-Pine neighborhood.

Recommendations

- Complete creation of a new Lincoln Reservoir/Park.
The Neighborhood Plan strongly recommends redevelopment of the Lincoln Reservoir site into a park, per the *Lincoln Reservoir Park Site Master Plan* (**Berger/Ryan**, April 1998). The design of park improvements should be carefully coordinated with area **streetscape** upgrades and new development to assure that these adjoining uses complement one another. Also, because of the underground bulk required to create the new buried reservoir system, the finished grade of the new park (i.e., the grass level) will be approximately 10 feet higher than the level of the existing park. Thus, integration of park improvements and access with engineering of the underground reservoir system is also critical. The Neighborhood Plan endorses renaming the park Cal Anderson Park.
- Integrate new **SCCC** facilities with other South Anchor District features.
In order to assure that new college buildings are compatible with the scale of nearby buildings, the Neighborhood Plan strongly encourages **SCCC** to apply for a modification of their Master Institution Overlay (**MIO**) that will lower the campus' maximum allowable **building** height from 105 feet to 75 feet. The Neighborhood Plan also encourages the college to comply with Capitol Hill's customized design guidelines, including providing street level activity in **all new buildings**. The Neighborhood Plan endorses development of the technology center and coordination between new college construction and Sound transit station construction.

- Conduct a rezone analysis of the lower Broadway area.
Community input was mixed regarding studies to explore rezoning in the lower Broadway area. When station area planning is conducted in this area, the Neighborhood Plan recommends further study and a public involvement process to clarify what the rezone options may be and what the community wants.
- Develop a south Capitol Hill Sound Transit station
The Neighborhood Plan recommends integrating one station entry with SCCC's north plaza expansion, one with the E Howell Street pedestrian route, and one in the vicinity of E Jolm Street.
- Enhance E Howell Street as a Pedestrian Priority Street.
The Neighborhood Plan recommends that E Howell Street be improved as a key Pedestrian Priority Street that accommodates Sound Transit station area pedestrian traffic and connects Broadway to the Lincoln Reservoir/Park. The Neighborhood Plan recommends improved sidewalks, crossing bulbs, painted crosswalks, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. This concept also includes three Oreen Street segments – Olive/Howell Streetpark (at E Olive Way), College Plaza (at Broadway, west side) and Park Plaza (at Broadway, east side).
- Improve and increase on-street parking.
Summit and Belmont Avenues below E Denny way should be reconfigured to provide additional parking in this heavily populated residential area. A new street design should include angled parking on one side of the street and parallel parking on the other. It should also include comer and mid-block sidewalk bulbs and vegetation, especially street trees. If possible, sidewalks and planting strips should be widened.

11th Avenues along the east side of the Lincoln Reservoir/Park needs remedies that will maximize on-street parking while also providing a safe and pleasant edge to the park. Angled parking should be switched to front-in rather than back-in parking in order to discourage tailgate camping. Comer and mid-block sidewalk bulbs should be generous and their design and landscaping should be coordinated with park development.
- **Enhance** mews or alleyways.
Both Crawford and **Nagle** Places offer opportunities to strengthen connections to the Pike-Pine neighborhood and create special, small-scale pedestrian-oriented throughways. Crawford Place could be converted into a farmers' market, flea market or street fair venue. Improvement to **Nagle** Place, including new street trees, should be coordinated with Lincoln Reservoir/Park development. However, on-street parking and through-traffic must be retained..



Commercial Corridor Plans

Vision

The neighborhood's main commercial corridors – Broadway, 15th Avenue and Olive Way – comprise the neighborhood's economic base and the pulse of its social scene. The business districts each have their own unique personality and needs, yet they also share many common characteristics and issues. Capitol Hill's commercial **districts** are small-scale, **pedestrian-oriented** streets predominated by storefront buildings that provide an eclectic mix of shops, restaurants and services for residents and visitors. Because the commercial areas are sandwiched between residential neighborhoods, there is a need to address the impacts of commercial activities and architecture on nearby residents. Businesses require affordable parking, attractive streetscapes, and access to good local and regional transportation to thrive. Redeveloped public space, such as sidewalk cafes and street performance areas, will provide respite and stimulate pedestrian activity but will also require increased measures to ensure public safety and comfort for **all** patrons. The community would like all three commercial districts to provide more housing in upper stories.

Plans for the neighborhood's commercial corridors **reinforce** their pedestrian scale, unique character and economic vitality by:

- Upgrading the urban design character of commercial streets and improving key intersections to create more attractive, safe pedestrian environments;
- Providing more parking and better management of parking resources to **support** businesses;
- Instituting design guidelines that reinforce human-scaled building characteristics and architectural quality;
- Filling in gaps at the Keystone and Bonney-Watson parking lot with appropriate **development**;
- Providing services to street populations and enforcing civil public **behavior**;
- Improving public safety for business patrons and improving upkeep of public places.,

Existing Conditions and Opportunities

Broadway District

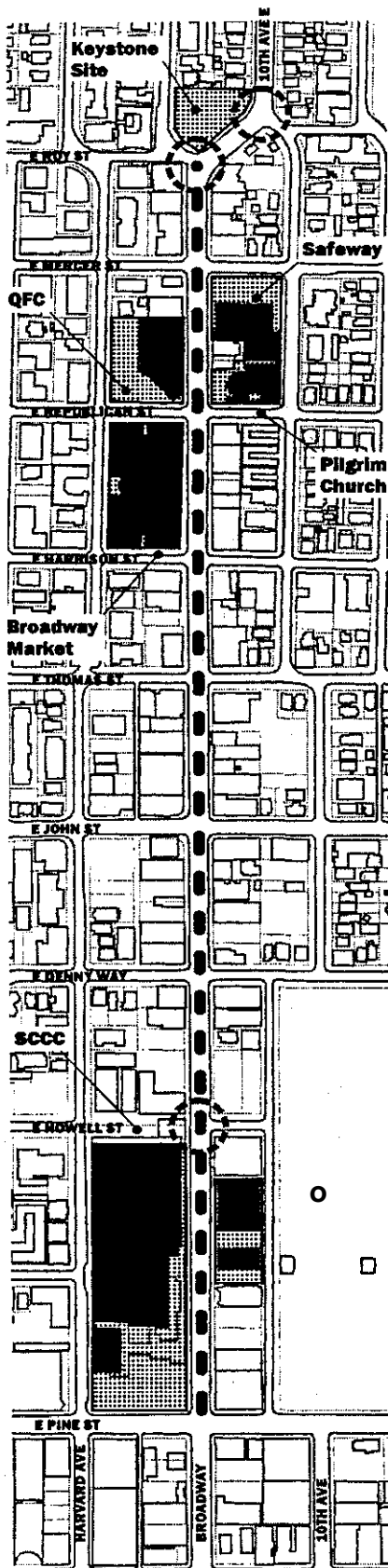
Broadway is arguably Seattle's most vibrant and interesting commercial street. Serving neighborhood residents as well as tourists, Broadway offers a mix of one-of-a-kind shops and services, regional and national specialty retailers, supermarkets, performance theaters (notably the Broadway Performance Hall), movie houses (notably the Harvard Exit), bookstores, coffee houses, clubs, and diverse restaurants. Broadway, active day and night, is the heart of Capitol Hill's social scene. It is a favorite people-watching street with prominent gay and street youth cultures. Broadway is famous for its "dance steps", a public art piece featuring a series of brass dance step patterns inlaid in the sidewalk paving. At 1.6 miles long, Broadway is the longest continuous pedestrian commercial street in Seattle. From its north terminus at E Roy Street, Broadway runs eight blocks within the Village, connecting the neighborhood's North Anchor and South Anchor Districts, before traversing through Pike-Pine to the First Hill neighborhood, where it terminates at Yesler Way. (Figure 8.)

Currently, most of Broadway in the Village is zoned for Neighborhood Commercial (NC3-40) mixed-uses in buildings no higher than 40 feet. The SCCC campus is currently zoned with a Master Institutional Overlay (MIO-105), which allows buildings up to 105 feet tall. The Broadway corridor is overlaid by a Pedestrian Overlay 1 (P-1), which promotes pedestrian-oriented development. Existing zoning designations on the transition residential streets **directly behind** Broadway encourage residentially-oriented mixed-use structures.

Smaller storefronts at the north end of Broadway give way to SCCC's institutional buildings at the south end of the neighborhood. These large-scale **buildings** with no street level commercial uses interrupt Broadway's pedestrian-oriented character and break the corridor's connection to the Pike-Pine neighborhood. Most of Broadway's **architecture** is an eclectic mix of one-to three-story storefront buildings that range in style, age and architectural quality. The many attractive masonry and terra-cotta **buildings** are interspersed with lesser quality structures. The Broadway Market development is a popular newer mixed-use building that blends in well with its surroundings.

Broadway's 80-foot street right-of-way accommodates one traveling lane each direction, a center turning lane, parking on both sides of the street and 13-foot sidewalks. Broadway, classified as a minor arterial, has steady **vehicle** traffic as well as several bus routes and a designated bicycle route. Pedestrian volumes on Broadway are high. In fact, the blocks of Broadway that pass through the SCCC campus have the highest pedestrian volumes in the Village, with over 10,000 pedestrians per day. Although the Broadway **streetscape** was improved in 1980, there still does not seem to be adequate sidewalk space for the street's many pedestrians.

A number of challenges face the Broadway district as the Village grows. Lack of on-street **parking** or affordable structured parking, especially **in the north Broadway area**, and panhandling threaten the district's economic health. The ability of Broadway to remain vital as it transitions from Capitol Hill to the Pike-Pine will also be important and will depend on coordination with SCCC's redevelopment.



Economic Redevelopment Analyst

Support the BIA's efforts to conduct an economic analysis of conditions and zoning on Broadway.

Broadway Upgrade

Upgrade the roadway streetscape from E Roy Street to Yesler Way. Improve sidewalks and street crossings, enhance the character of each district of Broadway, utilize a signature Broadway pedestrian-scale lighting fixture, and strengthen connections to the Pike-Pine and Central neighborhoods.

Pilgrim Church Open Space

Support Pilgrim Church's efforts to renovate a garden and outdoor performance venue in front of the church for public use.

Commercial Design Guidelines

Public Space Standards

Community and City Policing

Public Behavior Standards

Work with local business organizations to address Broadway's needs regarding architectural, signage and urban design guidelines, sidewalk maintenance, public safety, and related issues.



CAPITOL HILL URBAN CENTER VILLAGE

Broadway District Plan

= - Improved Streetscape

○ Key Pedestrian Crossing

Figure 8. The Broadway District plan focuses on redevelopment, physical improvements, and public safety.

15th Avenue District

In recent years, the 15th Avenue commercial corridor has continued to develop as a popular Capitol Hill shopping area. Located on Capitol Hill's quieter side, the 15th Avenue district is known for its **diverse** neighborhood-oriented retail services, pedestrian-scale storefront **buildings**, and lively mix of locally owned and operated businesses. (*Figure 9.*)

The 15th Avenue district is concentrated in a five-block corridor between E Mercer Street and E Denny Way. It is currently zoned Neighborhood Commercial (**NC2-40**), allowing buildings up to 40 feet high. Group Health Cooperative's campus is zoned with a Master **Institutional** Overlay (**MIO-105**), which allows buildings up to 105 feet high. The 15th Avenue corridor is overlaid by a Pedestrian Overlay 2 (P-2), which promotes **pedestrian-oriented** development.

Storefront buildings in the upper half of the corridor are Lowrise, ranging from one to two stories high. Some of the street's buildings are **historic** houses that have been converted into shops and restaurants. Below E Thomas Street, the **architectural** scale changes dramatically, impacted by two, large uses: Group Health and Safeway.

15th Avenue E is one of the few neighborhood commercial streets in the city that has only one lane of traffic in each direction. In **addition** to the traveling lanes, the fairly narrow 60-foot street right-of-way accommodates parking on both sides of the street. Sidewalks are extremely narrow, especially on the east side of the street, where they are typically only 8 feet wide. Setbacks from the curb for utility poles and other street appurtenances squeeze the effective sidewalk width to only four feet in many areas. Sidewalks on the west side of the street are typically 12 feet wide, although widths vary with irregular building setbacks. 15th Avenue E is classified as a minor arterial, with steady but moderate local traffic and is served by the #10 and #12 busses. It is **also** a designated bicycle route and a well-traveled pedestrian route.

Coordinating with Group Health is essential for the 15th Avenue **district**. Group Health's large institutional buildings and its numerous surface **parking** lots intrude on the neighborhood's small-scale character. Enacting a Local Improvement District (LID) could provide a mechanism for helping to fund public improvements, especially since Group Health would bring substantial resources to an LID. An opportunity to enhance open space in the corridor is at Williams Place Square, which could be upgraded in partnership with Group Health.

Although 15th Avenue is a thriving pedestrian-oriented street, pedestrian conditions are quite poor. The 15th Avenue Merchants Association has developed preliminary recommendations to guide a **streetscape** improvement plan for the district. **Streetscape** improvements will enhance the corridor's small-scale neighborhood charm by providing a more attractive and safe atmosphere for pedestrians and public social space for outdoor cafes, and other **street-oriented** activities associated with local shops. The pedestrian environment is especially poor at the busy intersection of 15th Avenue E and E John Street/E Thomas Street, where pedestrian crossings are difficult because of complex vehicle turning movements resulting from the offset street grid.

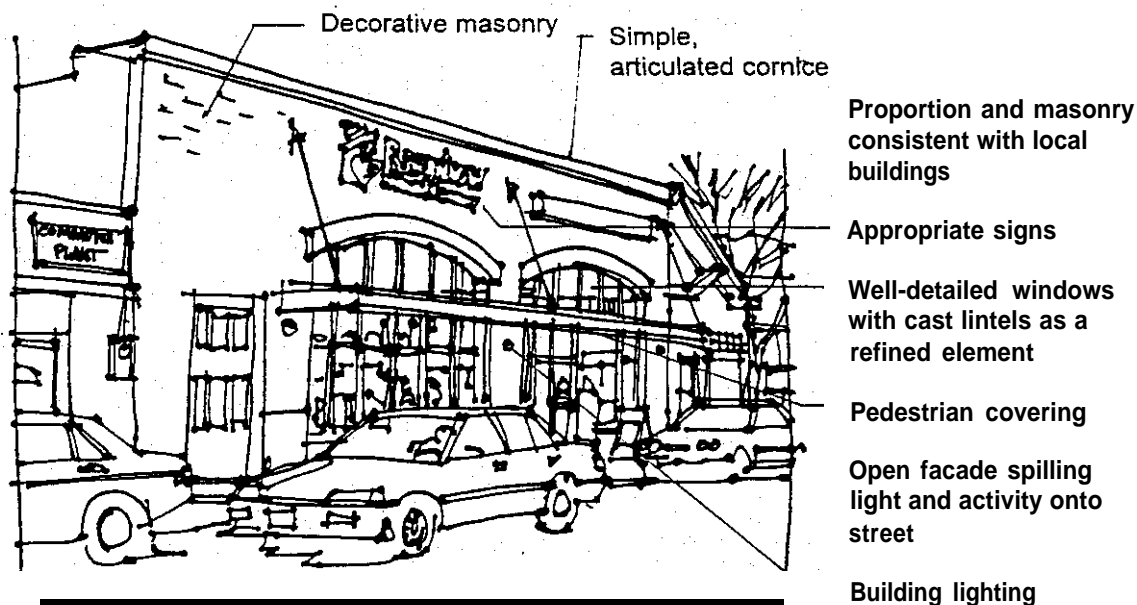


Figure 10. Design guideline for neighborhood commercial corridors build on existing character.

Olive Way District

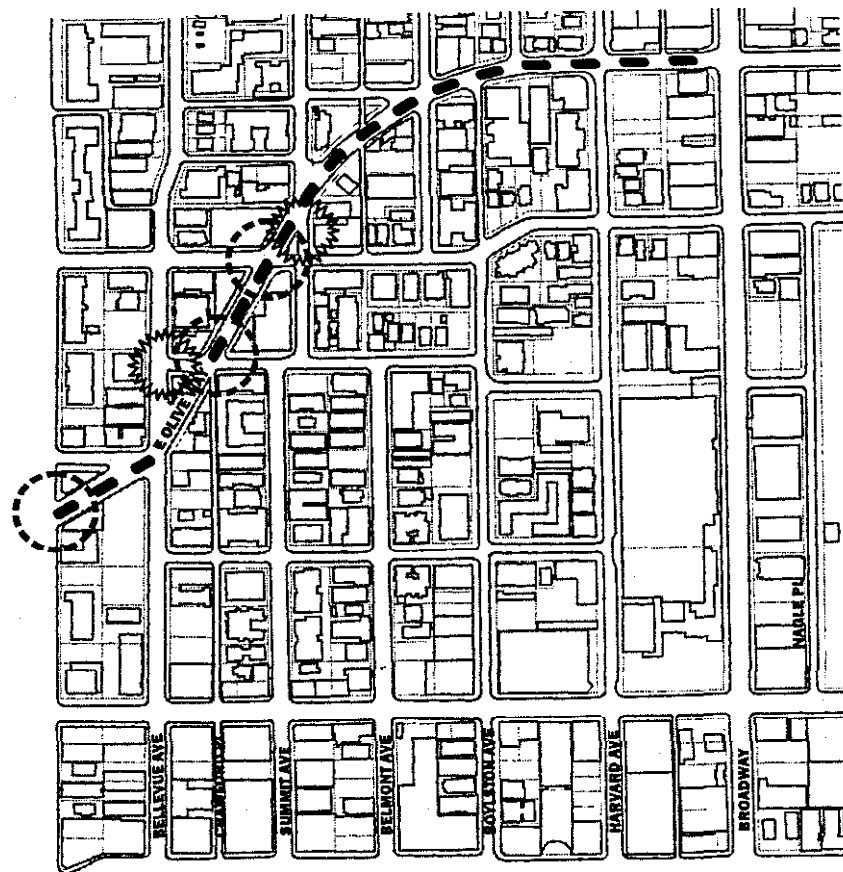
The Olive Way **commercial** corridor is a principal arterial that provides a vital link across Interstate-5 to downtown for both pedestrian and vehicle commuters. Olive Way is zoned Neighborhood Commercial (NC3-65). A Pedestrian Overlay 1 (P-1) promotes a continuous band of storefronts, which is important to Olive Way businesses. The street's diagonal orientation results in odd-shaped parcels that can be difficult to develop. (*Figure 11.*)

The Olive Way **streetscape** was substantially upgraded in 1997 through the efforts of City Light and SEATRA. However, some pedestrian crossings along E Olive Way remain treacherous due to poor location and fast vehicle speeds. Pedestrian crossings at Interstate-5 are especially dangerous. The street's diagonal orientation results in acute corners that make it difficult for pedestrians to be seen by cars.

Commercial Design Guidelines

Design guidelines customized for Capitol Hill's commercial corridors will reinforce pedestrian-oriented character, help assure that new construction complements existing surroundings, and upgrade existing buildings and signage. (*Figures 10*) Capitol Hill's commercial design guidelines encourage:

- Distinctive entrances, windows and **façade** detailing (such as decorative materials or trellises) typical to the **area**;
- Signage, especially hand-crafted signage, that is in scale with the storefront buildings;
- Landscaping and pedestrian-oriented open space;
- Street level commercial uses, **streetfront** windows with clear glazing and upper story setbacks for institutional buildings (namely Group Health and SCCC);
- Improving compatibility between **commercial** and residential areas;
- Screening parking lots and prohibiting driveways on commercial streets.



Olive Way Upgrade

Upgrade the Olive Way streetscape with improved sidewalks, Safer pedestrian crossings, pedestrian-scale lighting, Green Street segments, and safer pedestrian crossings at I-5.

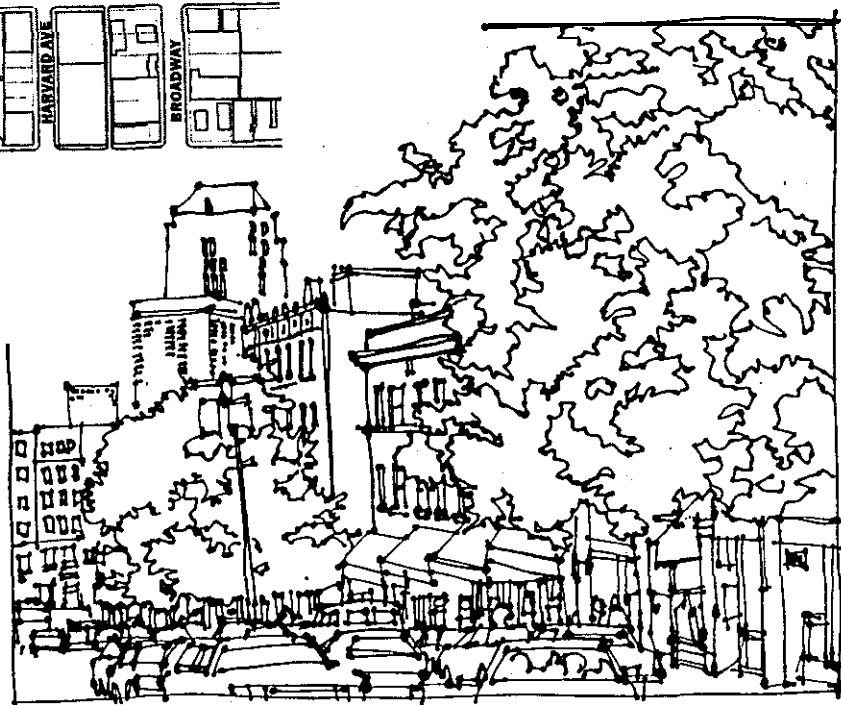
Commercial Design Guidelines

Public Space Standards

Community and City Policing

Public Behavior Standards

Work with local business organizations to address Olive Way's needs regarding architectural, signage and urban design guidelines, sidewalk Maintenance, public safety, and related issues.



CAPITOL HILL URSAN CENTER VILLAGE

Olive Way District Plan

- Improved Streetscape
- ⊙ Green Street
- ⊙ Key Pedestrian Crossing

Figure 11. The Olive Way District plan prioritizes safer pedestrian crossings and connections to downtown.

Recommendations

- Conduct an analysis of economic conditions and zoning on Broadway. The Broadway Business Improvement Association (BIA) has expressed an interest in conducting an in-depth analysis of opportunities to increase redevelopment potential on Broadway. The Neighborhood Plan supports this effort, particularly in the lower Broadway area (south of E Olive Way/E John Street) where higher density zones would be compatible with existing adjacent zones and would be appropriate to the transit-oriented development area around the south Capitol Hill Sound Transit station.
- Upgrade **15th** Avenue's Pedestrian Overlay. The Neighborhood Plan recommends upgrading 15th Avenue's existing P-2 Pedestrian Overlay to a P-1 overlay in order to prohibit future parking lots and curb cuts on 15th Avenue (like at Chutney's, City People's Mercantile and 7-11). The P-1 overlay will encourage a continuous storefront **façade** and mitigate conflicts between pedestrians and vehicles and will thus generally upgrade the pedestrian environment.
- Institute commercial design guidelines customized for Capitol Hill. Design guidelines customized for the neighborhood's commercial zones were developed as part of the neighborhood planning process. The *Draft Capitol Hill Design Guidelines for Commercial Corridors* (MAKERS, 1998) resulted from numerous meetings with community members and City staff. In 1999, the City plans to assist neighborhoods in developing and adopting neighborhood-based design guidelines. The Neighborhood Plan supports this effort and recommends that the existing draft serve as the basis for final Capitol Hill Design Guidelines. The Neighborhood **Plan** also recommends that the City work closely with local business organizations and citizens to complete the guidelines.
- Maintain safe, clean and functional sidewalks and public spaces. The Neighborhood Plan suggests maintaining the safety, cleanliness, and functionality of public sidewalks, streets, alleys, parks, and open spaces by creating a non-profit, community-based public space maintenance service that combines a work training program with upkeep of the neighborhood's sidewalks, streets, alleys, parks, and open spaces. The Neighborhood Plan also recommends enforcing the minimum property maintenance standards currently required by the City and instituting a pedestrian lighting program for streets, parks, and other public places.
- Support open space development at Pilgrim Church. Facing Broadway, **the** Pilgrim Church owns one of the few open spaces in the commercial **district** – a spacious, shaded front lawn with a covered portico that could become an intimate outdoor performance venue and gathering place. The Neighborhood Plan encourages the church elders to renovate its open space.
- Improve the Broadway **streetscape**. The Neighborhood Plan recommends developing a comprehensive **streetscape** improvement plan for the entire length of Broadway – from E Roy Street to Yesler Way. **Streetscape** improvements should enhance the pedestrian-oriented character of the street and should take advantage of opportunities for joint, **urban** center planning and funding. Improvements should include:

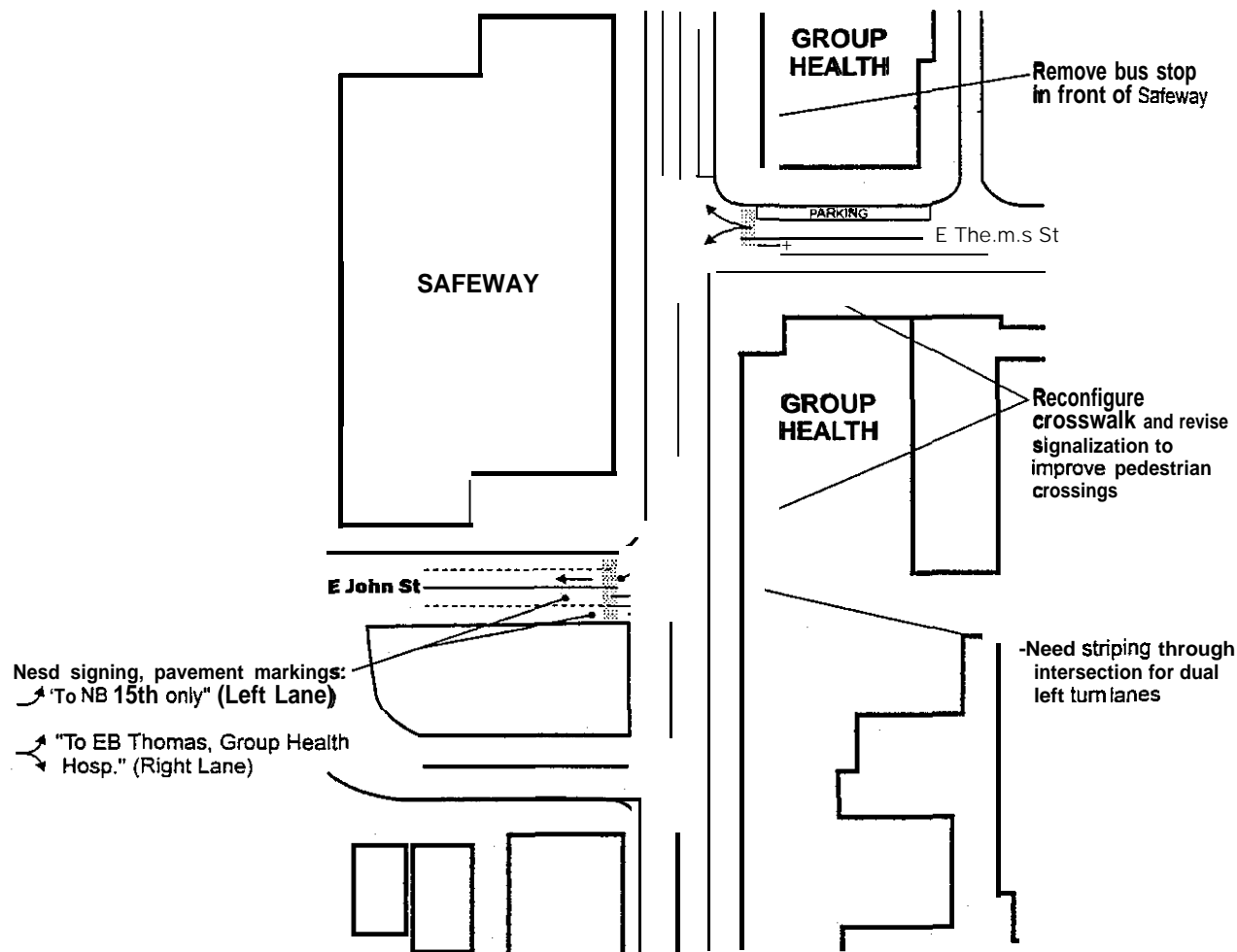


Figure 12. Preferred reconfiguration of the intersection of 15th Avenue E and E John Street/E Thomas Street.

- Urban **design** and public **art** elements (such as custom pedestrian light fixtures) that celebrate Broadway's vibrant urban social scene, night life and theater, and **entertainment** activities. Thematic elements should reflect the unique character of each district of Broadway;
 - Underground electrical utilities and consolidating and repainting **poles**;
 - Wider sidewalks and street **trees**.
- Improve the 15th Avenue streetscape.
- The Neighborhood **Plan** supports the efforts by the 15th Avenue Merchants Association to develop a **streetscape** improvement **plan** for the 15th Avenue Commercial Corridor. (Figure 12.) **Recommended** upgrades-for 15th Avenue include:
- Safer, more **streamlined** east-west pedestrian crossings with warning lights, etc.;
 - Wider sidewalks, especially on the east side of the street, pedestrian-scaled lighting, and street **trees**;
 - Upgraded on-street parking configuration, bus stop locations, and bus **facilities**;
 - Reduction of sidewalk **obstructions** such as multiple signalization and utility poles, newspaper dispensers, and excessive fixture setbacks from the curb. **Undergrounding** of electrical wires is desired, and bus trolley wires should be mounted off of buildings, not poles.

■ Improve pedestrian crossings on Olive Way.

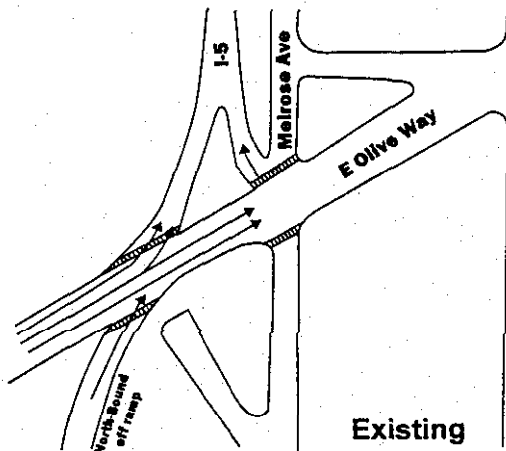
Upgrades recommended for Olive Way build on recent street improvements. The Neighborhood Plan recommends continuing improvements to the pedestrian conditions on Olive Way, **especially** creating safer **pedestrian** crossings. Crossings at E Denny Way, E Howell Street and Interstate-5 are particularly unsafe and need attention. (Figure 13.)

■ Reinforce civil behavior and public safety.

The Neighborhood Plan recommends reinforcing existing community and City policing efforts in the Village. The Neighborhood Plan also supports enforcing public behavior standards by addressing chronic public inebriation. Finally, the Neighborhood Plan recommends measures to maintain safe, clean public places, such as enforcing maintenance standards by property owners, employing a public space maintenance service, and providing adequate pedestrian lighting in public places.

■ Increase public parking and improve parking management.

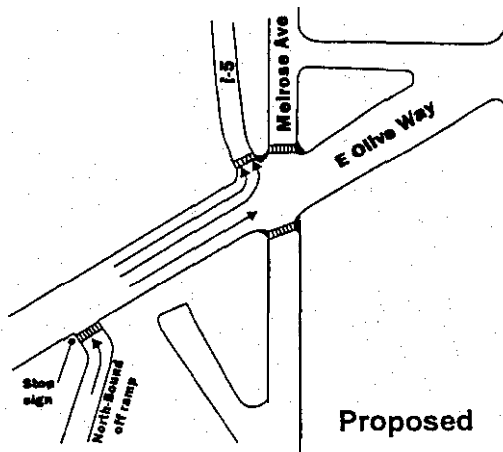
The Neighborhood Plan's parking management recommendations include measures to **maximize** use of **on-street** parking, to make parking lots available for joint use and to create merchant-sponsored marketing programs to promote better use of available parking opportunities.



Problems:

It is difficult for **pedestrians** and **other** drivers to know if vehicles in the eastbound center lane on E Olive Way will go straight or turn.

Vehicles in the I-5 off-ramp travel at high speeds and only look west to watch for traffic gaps. They do not see pedestrians in the crosswalk.



solutions

Eliminate the straight option for vehicles in the eastbound center lane.

consolidate northbound on-ramp entries into one ramp.

Add corner sidewalk bulbs and a pedestrian refuge.

Reconfigure corners of on- and off-ramps to 90° angles.

Figure 13. E Olive Way, a major walking route to downtown, needs traffic controls and lane reconfiguration to aid pedestrians in crossing interstate-5 safely and conveniently



Residential District Plans

Vision

The neighborhood's large residential area is divided into two districts. The West Slope District lies between Highway Interstate-5 and Broadway. The East Core District consists of the area between Broadway and 15th Avenue E. Three cornerstones of the community's **goals** are (1) increasing housing **affordability** for a broad spectrum of community members; (2) strengthening and enhancing the character of existing residential neighborhoods; and (3) providing a greater range of housing types. Achieving these goals will require an integrated program of housing strategies to reduce unnecessary obstacles to housing development while still **preserving** the historic, small-scale character of the existing housing stock. Revising zoning and making development regulations more flexible will affect these changes. At the same time, neighborhood residential design guidelines will help support the community's **historic**, small-scale character yet also allow development flexibility. Providing community services for Capitol Hill residents with special needs will also be important to preserving a healthy, stable community. New open space will be needed to serve residents with neighborhood pocket parks and P-patches. Streetscape improvements will provide safer, more attractive and walkable **residential** streets.

Plans for residential districts support high concentrations of housing while preserving neighborhood character by:

- Undertaking a multi-faceted, integrated program of housing initiatives;
- Rezoning areas in the East Core District to preserve small-scale housing;
- **Modifying** zoning and development regulations and instituting design guidelines to provide greater flexibility in housing development while enhancing the neighborhood's small-scale character and charm;
- **Calming traffic** and improving pedestrian safety in residential areas;
- Providing human services and open space to support neighborhood residents.

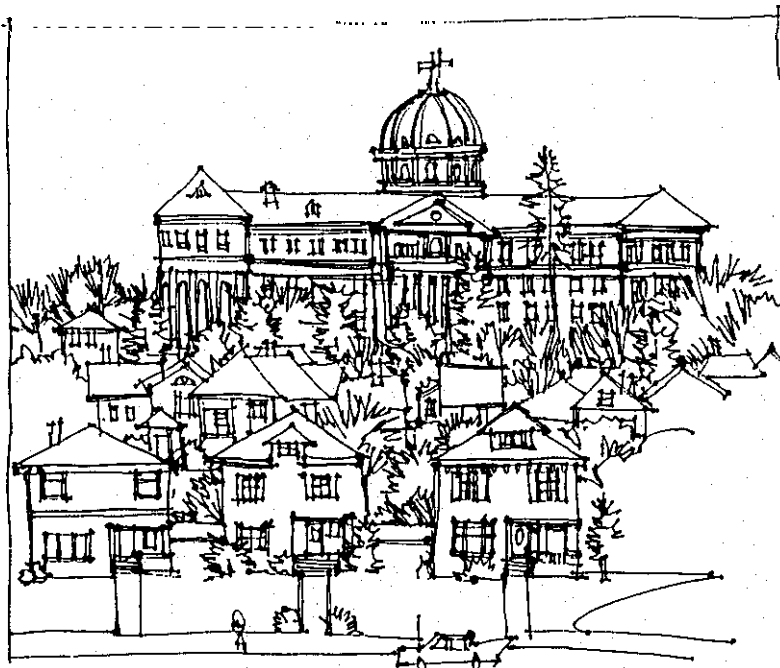


Figure 14. Capitol Hill's few remaining single-family houaea fill an important niche in the housing market.

Existing Conditions and Opportunities

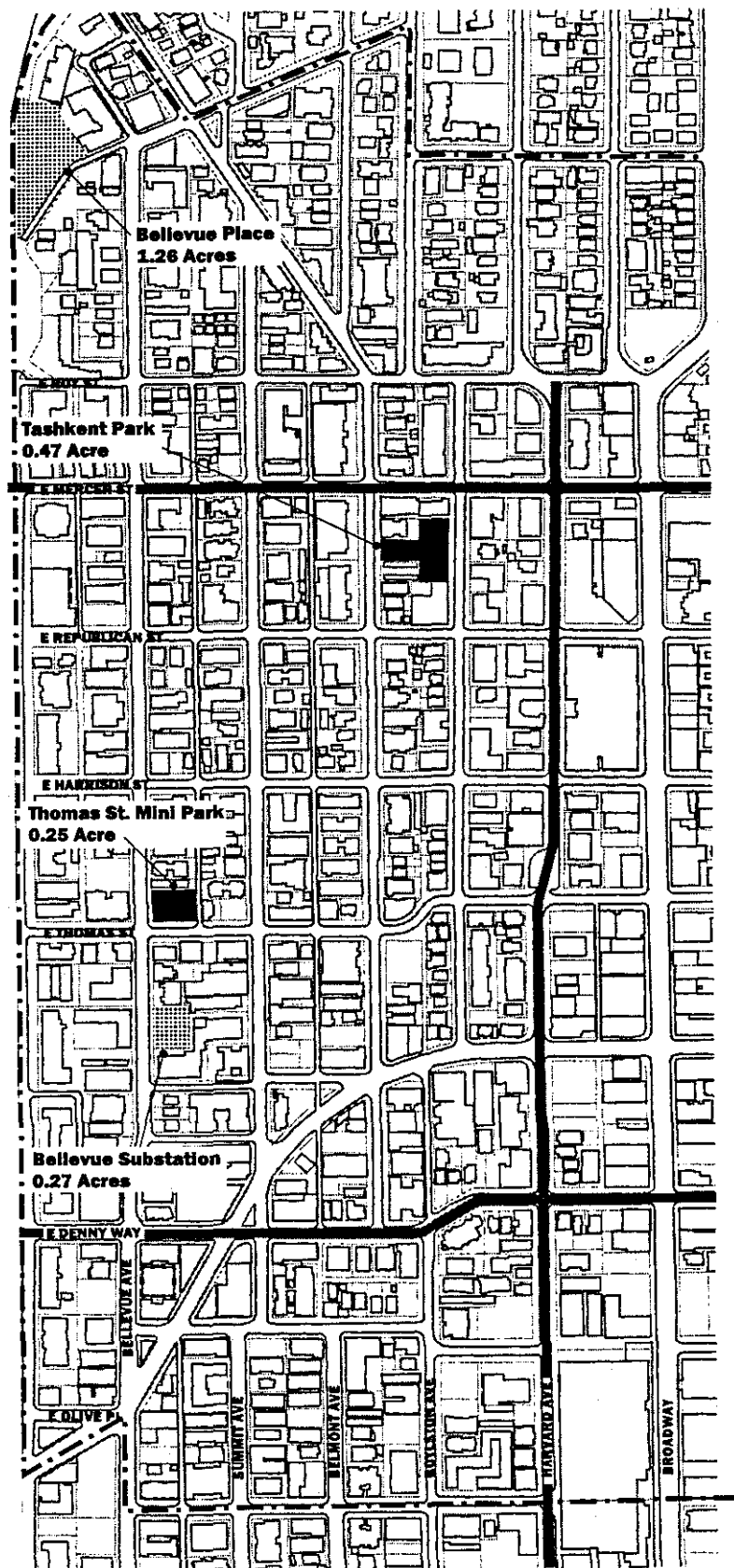
West Slope District

The large West Slope District **Midrise** (MR) zone is densely developed and, as a result, is fairly stable in terms of new development. Two small existing parks in the West Slope District—Tashkent Park and Thomas Street Mini **Park**—are well used but are **insufficient** to serve the area's many residents. **Traffic** on neighborhood streets is minimal but parking on the West Slope District is at a premium. At the intersection of Harvard Avenue E and E Thomas Street, there is a **large**, odd-shaped right-of-way that could be redesigned to accommodate additional parking or a large landscaped island. (*Figure 15.*)

East Core District

The East Core **District** is characterized by small, tightly knit lots that support finely-scaled houses, duplexes, and small apartment buildings that are valued by many Capitol Hill residents. Most of the East Core **District** is zoned L3; lots tend to be extremely small (4,600 **square** feet on **average**), and lack alleys. On many blocks, parcels line all **four** sides Of the block, with structures facing east-west streets as well as north-south avenues. There are currently 1,605 housing units in this area. The majority of Capitol **Hill's** few remaining single-family houses are found in the East Core District. (*Figures 14 and 16.*)

The community's primary objective for the East Core **District** is to find creative ways to preserve and increase detached, small-scale, multiple-family housing. Development under the current Lowrise 3 (**L3**) zoning **typically** necessitates assembly of numerous parcels and demolition of existing housing in order to build larger structures. The resulting structures are out of scale with the desired neighborhood character. Furthermore, speculative assembly of lots often leads to "bleeding" of properties, or allowing structures to deteriorate until their **value** is negligible while the owner's costs are amortized. Bleeding *tends to* result in a lack of building maintenance which, in torn, leads to **disinvestment** in the neighborhood.



Residential Design Guidelines
Institute Capitol Hill specific neighborhood residential design guidelines that reinforce human scale, architectural quality, compatibility with surroundings and neighborhood character

Small Parks and P-Patches

Acquire and develop land for pocket parks, children-s play areas, and Community gardens in the West Slope and East Core Residential Districts. Design new public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles.

Bellevue Place Open Space

Transfer City ownership of Bellevue Place (the undeveloped slope facing interstate-5 at Bellevue Place E) to DPR and develop a terraced park with community gardens or re-vegetate the slope as an extension of the Saint Mark's Greenbelt.

Bellevue Substation Open Space

Transfer City ownership of the Bellevue Place substation (on Bellevue Avenue E between E Thomas Street and E John street) to DPR and develop a pocket park, children's play area and/or a community garden.

Residential Pedestrian Routes

Develop safe, attractive pedestrian environments on **all** residential streets, creating a contiguous network of walking streets and strengthening pedestrian connections to commercial corridors. Include improved sidewalks, signature Capitol Hill pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping.

Residential Neighborhood Safety

Encourage community-based measures for improving public safety.

CAPITOL HILL URBAN CENTER VILLAGE West Slopes Residential District Plan




-  Residential Pedestrian Routes
-  Existing Open Space
-  Recommended Open Space

Figure 15. The densely populated, Midrise West Slope District needs open space and streetscape upgrades.

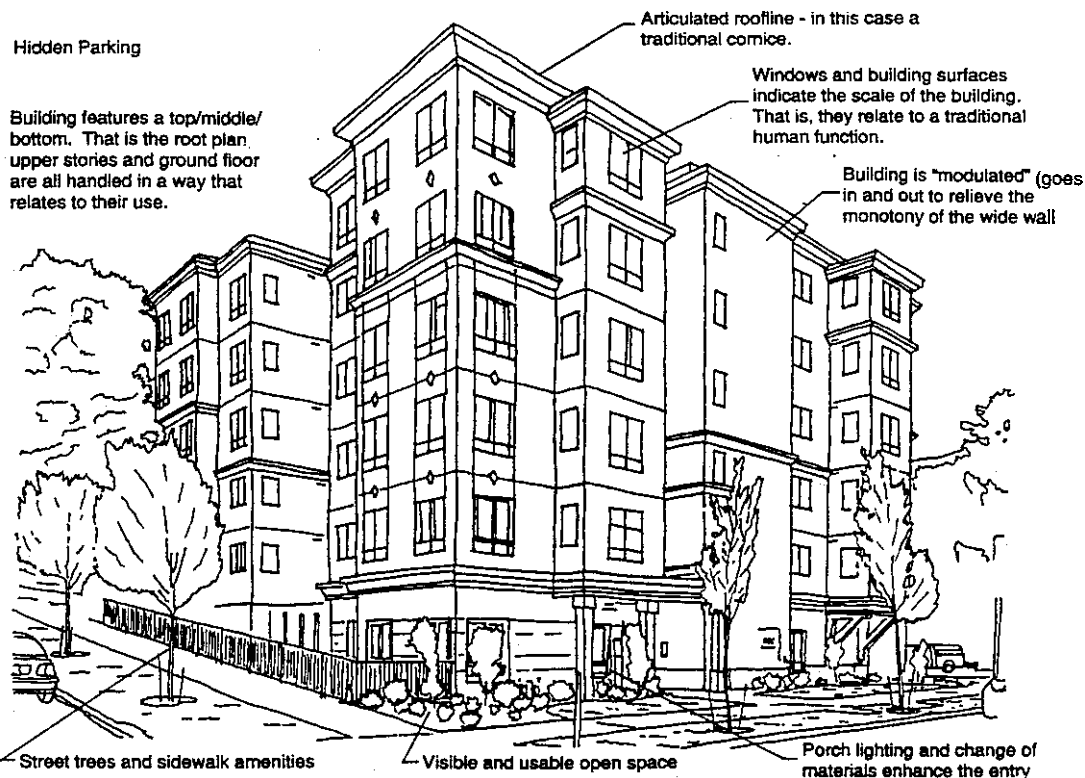


Figure 17. This contemporary "Decorated Block" midrise residential building illustrates positive design features.

Residential Design Guidelines

The Neighborhood Plan includes two sets of neighborhood residential design guidelines, one for small-scale multiple-family residential buildings (RSL, L2 and L3 zones) and another for moderate-scale multiple-family residential buildings (**L4 and MR**). Design guidelines will reinforce human scale, architectural quality, and compatibility with surroundings such as:

- Maintaining and encouraging buildings that have the look of single-family dwellings although the building may house more than one **unit**;
- Eliminating or reducing modulation requirements and specifying decorative facade elements;
- Eliminating or reducing setback requirements appropriate to the surrounding **character**;
- Allowing the height limit in the L3 zone to be raised to 40 feet (30 feet plus a 10-foot pitched roof) during the design review process in exchange for an increase in other site amenities, such as open **space**;
- Weighing the cost of an imposed design provision against its impact on housing costs.

By allowing greater flexibility for developers in the treatment of yard setbacks, building modulation and open space requirements, design guidelines will help achieve public benefits such as design value or open space bank contributions. The design guidelines will also provide **direction** to the neighborhood Design Review Board to help assure that community goals for streetscape quality, building character, open space design and use, residential privacy, building context and scale, and landscaping are met. The Neighborhood Plan recommends that all **building** proposals be allowed voluntary access to the design review process in order to achieve design departures. (*Figure 17 and 18.*)

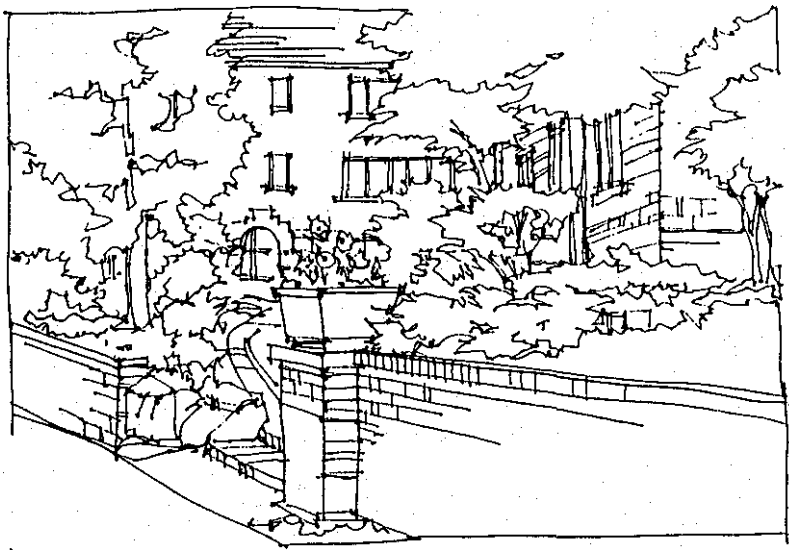


Figure 18. Neighborhood residential design guidelines describe how to develop contemporary versions of an archetypal Capitol Hill apartment building: the “Asymmetric Assembly”, brick, midrise Anhalt apartments.

Open Space in Residential Districts

Both the West Slope and East Core Districts need more **small** parks and community gardens to serve area residents. Two City-owned surplus properties offer opportunities to create new open space in the West Slope District. **Bellevue** Place is an 1.26-acre, steeply sloped site facing Highway Interstate-5. Located in an environmentally critical area with limited accessibility for both pedestrians and vehicles, the site would likely require considerable restoration to make it more usable. Another City surplus property is the **Bellevue** Electrical Substation, located between E Thomas Street and E John Street on **Bellevue** Avenue E. The 0.27-acre site is scheduled to be deactivated by City Light in 2003. (*Figure 19.*)

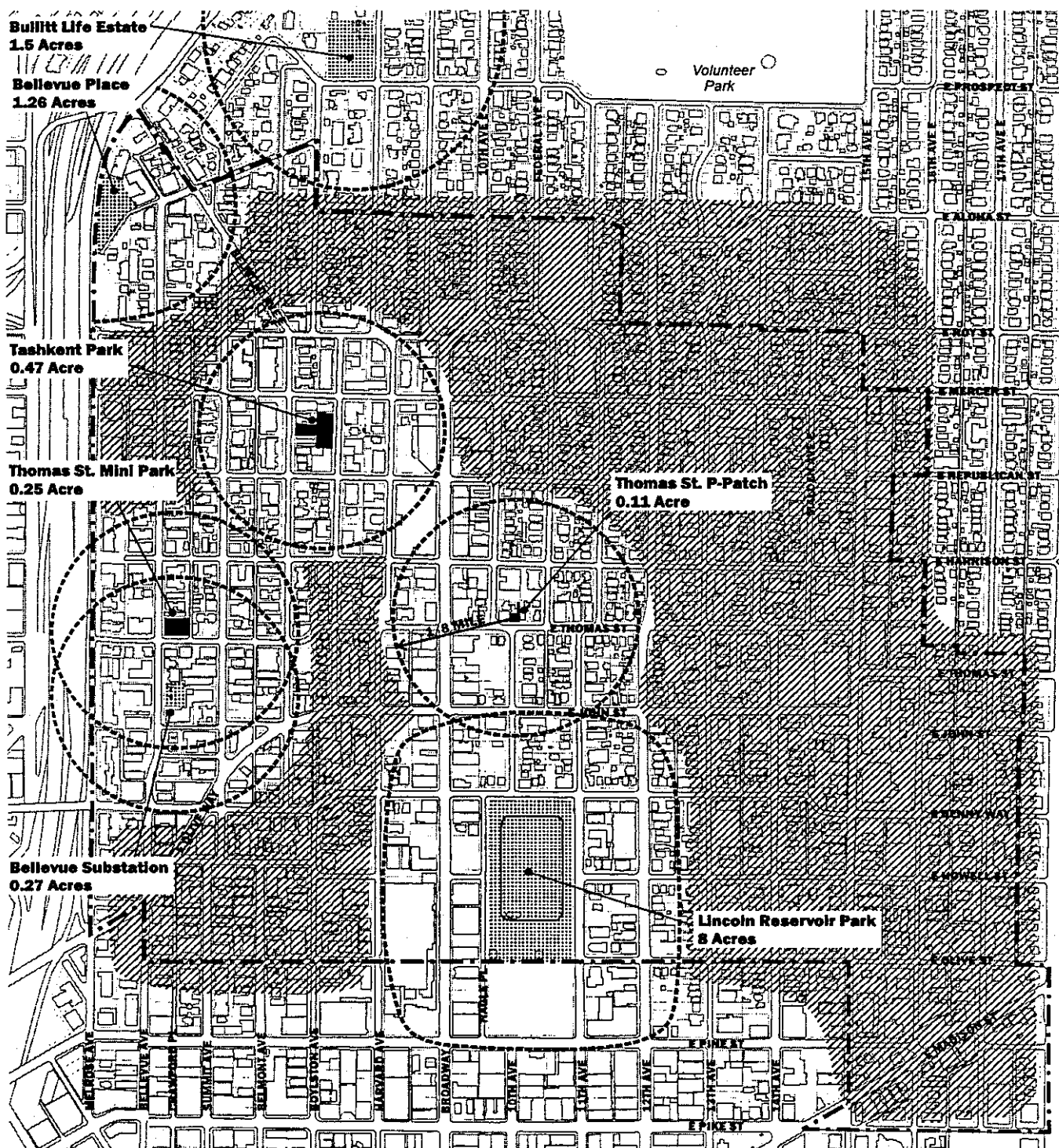
No immediate opportunities for open space acquisition in the East Core District have been identified, even though the area has virtually no open space. Potential sites are:

- Vacant lot north of 16th Avenue E and E Aloha Street (east side);
- Vacant lot north of 13th Avenue E and E Harrison Street (east side);
- Parking lot north of 16th Avenue E and E Thomas Street (east side);
- Parking lot south of 18th Avenue E and E Thomas Street.

Neighborhood Arterials

12th Avenue E and E John Street are busy **arterials** that bisect the East Core **District residential** area. While the community recognizes the need to maintain traffic flow on these streets, there is also a need to improve pedestrian safety and amenities.

From its terminus at Volunteer Park, 12th Avenue E runs north-south, connecting the Village to the Pike-Pine and Central Area neighborhoods. 12th Avenue E right-of-way is a 60-foot-wide between Volunteer Park and E Denny Way. South of E Denny Way, the right-of-way widens to 85 feet. There are no bus routes on 12th Avenue E in the Village. South of E Harrison Street, 12th Avenue E is a designated bicycle route. Noise generated on 12th Avenue E by speeding vehicles and freight trucks disturb adjacent residents. Because of the



CAPITOL HILL URBAN CENTER VILLAGE

New Open Space

Existing Public Open Spats That Fullfills Comp Plan Criteria

Recommended New Open Space That Fullfills Comp Plan Criteria

Areas That Need Additional Open Space Beyond What the CHNP Identifies

Area of Influence (1/8 Mile)

Figure 19. Small parks and P-Patches are needed, especially in the East Core District residential neighborhood.

street's steady vehicular traffic, all east-west street crossings along 12th Avenue E are treacherous for pedestrians.

E John Street, which forms a contiguous arterial with E Olive Way and E Thomas Street, connects Capitol Hill with downtown and the Miller neighborhood. E John Street is Capitol Hill's main east-west commuter route. It connects all *three* of Capitol Hill's commercial districts (Olive Way, Broadway and 15th Avenue), SCCC (the neighborhood's largest generator of pedestrian activity), and Group Health (the Village's largest employer). E John Street's role as a key connector route for vehicles, busses and pedestrians is likely to intensify when the south Capitol Hill Sound Transit station is built near the intersection of Broadway and E John Street. Where E John Street crosses Broadway, 12th Avenue E, and 15th Avenue E, intersections are busy and **difficult** to cross. Currently, there is on-street parking allowed on both sides of the street during limited hours. Parking is restricted during morning and evening commutes. However, cars typically remain illegally parked on both sides of the street, even during commuter hours. Thus, the street **functions** *de facto* as a two-lane street, with one traveling lane in each **direction**. Independent analysis provided by a transportation consultant indicates that two traveling lanes are not needed to carry rush-hour traffic.

Residential Pedestrian Routes

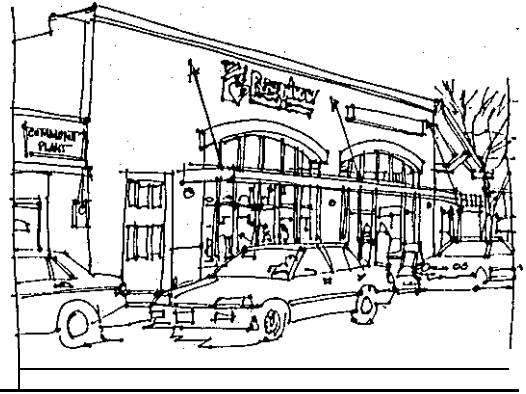
While community members want to improve pedestrian character and safety on all neighborhood streets, four residential streets offer special opportunities to enhance the urban design environment of walking routes. The **streetscape** along Harvard Avenue E has been eroded where inconsistent development has allowed parking to be constructed in the planting strip. The north end of 14th Avenue E is a grand vegetated parkway entry to Volunteer Park that ends **abruptly** in the East Core District. E Mercer Street is an important pedestrian connection between Broadway and the 15th Avenue district that also serves historic Lowell School. Currently, E Mercer is dilapidated, with broken curbs and defunct curb cuts. E Denny Way is also an important pedestrian connection, extending to E Olive Way and downtown, and -ng along the north edge of the Lincoln Reservoir/Park. West of Broadway, heavy **traffic** makes E Denny Way unpleasant and unsafe for pedestrians.

Recommendations

- Explore rezoning portions of the East Core District.
The Neighborhood Plan recommends implementing a new zone that will preserve the neighborhood's few remaining small lots and house-scaled structures, that will prevent conglomeration of lots to build larger structures, and that will encourage the development and preservation of cottages, duplexes, triplexes and townhouses. The City should undertake a rezone analysis that explores the most appropriate zoning classification for achieving these community goals. The Neighborhood Plan suggests that the new zone limit maximum building width to 40 feet in order to discourage assembly of parcels.
- Institute residential design guidelines customized for Capitol Hill.
Detailed design guidelines customized for the neighborhood's commercial zones were developed as **part** of the neighborhood planning **process**. Both the *Draft Capitol Hill Design Guidelines for Small-Scale Residential Zones* (MAKERS, 1998) and *Draft Capitol Hill Design Guidelines for L4 and MR Residential Zones* (MAKERS, 1998)

resulted from numerous meetings with community members and City staff. In 1999, the City plans to assist neighborhoods in developing and adopting neighborhood-based design guidelines. The Neighborhood Plan supports this effort and recommends that the existing draft serve as the basis for final Capitol Hill design guidelines. The Neighborhood Plan also recommends that the City work closely with local citizens to complete the guidelines.

- Acquire sites in residential areas for small parks and P-patches.
The Neighborhood Plan recommends that the City actively seek opportunities to acquire sites for small parks and P-patches in the Village, particularly in the East Core District.
- Create small parks at **Bellevue** Place and the **Bellevue** Substation
The Neighborhood Plan recommends that the City transfer ownership of **Bellevue** Place and the **Bellevue** Substation to the City Department of Parks and Recreation Fund should be allocated to develop these sites for park uses.
- Develop a pedestrian crossing plan for 12th Avenue E.
While sustaining existing traffic flow, the Neighborhood Plan recommends creating a comprehensive **streetscape** plan for improving pedestrian street crossings and calming **traffic** on 12th Avenue E. Specifically, the Neighborhood Plan recommends constructing east-west crossing bulbs with painted crosswalks at all intersections, installing pedestrian-scale lighting, vegetated planting strips and street trees, and providing adequate pedestrian crossing phases at all signalized intersections for every cycle. Wider sidewalks should be implemented north of E Denny Way. South of E Denny Way, improvements should be coordinated with the Pike-Pine and Central neighborhoods.
- Reconfigure E John Street.
While sustaining existing traffic flow, the Neighborhood Plan recommends improving pedestrian street crossings and giving greater priority to bus and pedestrian uses on E John Street. Specifically, the Neighborhood Plan recommends allowing 24-hour parking on both sides of the street, creating north-south crossing bulbs with painted crosswalks at all intersections (except where turn lanes are needed at Broadway, 12th Avenue E and 15th Avenue E), widening sidewalks and installing pedestrian lighting, vegetated planting strips, and street trees.
- Improve key residential pedestrian routes.
Residential streets can **benefit** from inexpensive City and community efforts such as restoring planting strips, planting street trees, installing pedestrian-scale lighting, and improving street crossings. The Neighborhood Plan recommends the following actions: (1) on Harvard Avenue E, coordinate with upcoming street reconstruction via the Capitol Hill Underground Ordinance Area 112590 project to realign the curb edge and add base wiring for pedestrian lighting fixtures, (2) on 14th Avenue E, add street trees to extend the historic parkway through the neighborhood and install pedestrian **scale** lighting to improve safety, (3) on E **Mercer** Street, restore the curb edge, eliminate unnecessary curb cuts, and plant hedges along parking lots to screen and define the sidewalk area, and (4) on E Denny Way west of Broadway, widen sidewalks, improve street crossings, and plant vegetation to buffer pedestrians from the street's heavy vehicular **traffic**.



Parking Management Plan

Vision

All of the Neighborhood Plan's Key Strategies depend, at least in part, on effective parking management. The commercial corridors, especially the north Broadway area, require adequate, competitively priced parking for shoppers and visitors if they are to keep the special small businesses that make the community unique. At the same time, the neighborhood's many older apartment **buildings** do not provide parking, so residents must compete for scarce on-street parking spaces. Add to this the community's antipathy to visible parking structures and the long-term goal of reducing automobile dependence in urban centers and it is clear why the provision of parking is such a difficult **challenge**. Meeting this challenge will require more efficient use of on-street parking, development of joint-use parking, marketing and signing of parking assets, and adjusting residential parking requirements. Cooperative effort on the part of both residents and businesses will be necessary to reach agreement on parking management activities such as on-street space restrictions. Many proposed activities, such as parking meter adjustments and coin changers, should be tested for a trial period. Successful parking management on Capitol Hill, particularly in the Broadway Business District, will require an integrated strategy of several public and private actions to better utilize and increase on-street and off-street supplies, to equitably balance interests, and to reduce auto dependence. The recommended actions should be seen as a menu of steps that work in conjunction overtime. Such ongoing efforts would be facilitated by a parking task force or other organization that reviews conditions and makes adjustments as new challenges arise.

The parking management plan improves accessibility to businesses and residences while protecting neighborhood character by:

- Maximizing on-street parking opportunities;
- Instituting design guidelines that **minimize** the impacts of parking on pedestrians and assure that parking garages fit in with the neighborhood's **character**;
- Promoting joint-use of existing parking facilities;
- Improving advertising and accessibility of available parking resources;
- . Discouraging commuter and employee parking.

Existing Conditions and Opportunities

Parking can be viewed as an economic resource in which the supply (including on-street, single-use and public parking), demand (for businesses and residents) and price must be continually balanced. While residents and business customers compete for on-street parking, many spaces in commercial parking garages go unused. Lack of visibility of available parking (especially garages) combined with high fees lead to this imbalance.

Parking is a complex issue because it impacts nearly every facet of the way a neighborhood functions. For example, parking directly affects affordability of housing. According to developers, parking is the single biggest variable in housing development. Therefore, a developer is likely to develop market rate condominiums rather than affordable rental housing units if higher on-site parking requirements must be met; this is because the cost of constructing parking is so high. Some areas of the city where housing affordability is a major goal, such as downtown and the Cascade neighborhood, have eliminated parking requirements for new housing construction. Of course, this solution depends on strong public transit, good pedestrian environments, and close proximity of shopping and services to support the lifestyles of people who do not own cars. Yet, it is not just residents who rely on parking. Businesses require parking for customers and employees, many of whom come from outside the neighborhood.

Recommendations

- Maximize on-street parking opportunities.

The Neighborhood Plan recommends increasing the number of on-street parking spaces by eliminating unnecessary or redundant loading zones. The Neighborhood Plan also recommends striping for parallel parking on both sides of streets that are at least 25 feet wide, such as 10th and 11th Avenues E, and adding angled parking on one side of the street with parallel parking on the other side on streets that are at least 42 feet wide, such as Summit and Belmont Avenues.

The Neighborhood Plan supports a study to determine the best use of unrestricted parking spaces along 10th and Harvard Avenues E, adjacent to the Broadway commercial corridor. While short-term parking (2 hours or less) would increase the parking turnover available for customers of the Broadway businesses, parking changes need to be reviewed with adjacent residents.

- Improve the effectiveness of meter parking.

The Neighborhood Plan recommends extending meter hours (and increasing parking meter enforcement) in order to increase meter turnover between 6:00 p.m. and 10:00 p.m., resulting in an increase in the amount of parking available for customers of restaurants and other evening uses along Broadway. The Neighborhood Plan endorses combining this activity with meter revenue sharing with the Broadway BIA. A study may be needed to determine how extended meters function and to quantify their effectiveness on parking turnover after the enforcement extension is implemented. The Broadway BIA may wish to be responsible for the meter study.

■ Optimize the use of surface and structured parking lots.

Privately-owned parking lots present untapped opportunities for joint use. The Neighborhood Plan recommends pursuing joint-use parking agreements with property owners, particularly at the planned Keystone development and at Group Health.

Currently, **SCCC** is proposing to **expand** its on-campus parking supply by approximately 250 spaces. The majority of these would likely be added to the main garage on the south side of the campus, although some spaces could be added elsewhere. With the expansion, more parking spaces would be provided for **carpools**. This parking lot expansion would reduce the number of cars parked on the surrounding streets, particularly if combined with measures to discourage students from parking on the streets. The Neighborhood Plan encourages **SCCC** to aggressively pursue a plan for meeting its parking needs with off-street **parking**.

■ Modify development requirements to increase parking opportunities.

The Neighborhood Plan supports a study to explore reducing parking requirements for residential development in **Lowrise**, Midrise and Neighborhood Commercial zones by allowing off-site accessory parking for residential uses in order to reduce the “on-street parking impact of some residential developments. The Neighborhood Plan also recommends allowing shared parking for residential uses in Lowrise and Midrise zones in order to provide developers with greater flexibility in satisfying their parking requirements by combining resources to create off-site, off-street parking garages for two or more residential developments.

■ Implement **programs** to reduce the demand for new parking.

The Neighborhood Plan strongly supports implementation a neighborhood car sharing program, a cooperative through which members have access to jointly-owned vehicles. Because of the neighborhood’s high density and low car ownership, Capitol Hill is an ideal location for a King County Metro-sponsored pilot car sharing program.

Many neighborhood employers and institutions have transportation demand management plans that have been effective in reducing travel by single-occupant vehicles. The Neighborhood Plan encourages continuation and expansion of these programs.

■ Market parking availability and parking options.

Studies have shown that paid parking in lots is available on Capitol Hill but is largely underutilized due to (1) lack of visibility and (2) high cost. Marketing through publicity, signage and validation programs will help increase awareness of available parking resources. Reducing parking rates for short-term parking will also help to encourage use of off-street parking. The Neighborhood Plan supports both of these measures.

The Neighborhood Plan also supports preparation of a City information packet describing various on-street parking options, including how parking can be improved, the types of changes that are possible, the parameters (e.g., street and sidewalk width) that need to be met before changes will be made, and the process for initiating changes with the City.